# CYCLE NEWS®

**San Jose: burning rubber**

Maryland: Hannah's no fluke

**Europe: England, Austria & Italy**

Grand Prix: Gila Bend's bike buster

**Desert: Balentines silver cup**

**WEST**

Volume XIII : Number 20 : May 25, 1976 **75¢**

**NEWSPAPER**

# THE LATEST POOP BY PAPA WEALEY

**Cycle News' Western offices, not to be confused with the Western White House, will be closed Friday, May 28 in celebration of the invention of the sewing machine and it's founder Elias Howe. If not for this great discovery the world would be without Singer, Hodaka, and hot pants. But we will be open on Memorial Day, May 31st so give us a call.**

Astute, sharp-eyed readers will note that on Page 16 of last week's issue, the Lame Camel's photo credit belonged on the tiny road race pix, not on Dan Mahony's night Ascot shots one column over. Sorry, Dan.

**Papa Don Jones called up to say that Gary will definitely stay on the Jones-Islo, 'specially now that he's won with it in Texas. To strengthen the transmission, the Jones boys had the cases widened by 3mm and stuffed heftier parts into the bigger gap. With 80 hours on one prototype engine and 120 hours on another, they're hoping they've turned the corner on the gearbox ills that bedeviled them during the Trans-AMA season.**

Lots of folks have asked when the C.A.R.B./EPA waiver hearing on motorcycle emission controls is supposed to be. It's May 27, starting at 9 a.m. in the Los Angeles Convention Center. If you wanted to make a statement, you had to notify them by May 14 (you saw it two months ago in CN, so don't say you didn't know). Even so, be there to give our guys some moral support. If ever we needed to beat something, it's this one.

**At pre-race ceremonies, they brought to the line the three men who, 19 years ago, came out of the final turn in a group and finished San Jose's first Mile National one-two-three. Do you remember? They were Everrett Brashear, Sammy "The Flying Flea" Tanner and Carroll Resweber (who, as tuner for fast qualifier Greg Sassaman, is still in the thick of it).**

Mountain Roadracing Association (MRA) confirmed on May 6 that they've affiliated with W/ERA on a cooperative basis; cardholders in each organization may race and earn points in the others' events.

**Banzai speedway buffs, Jim Fishback and Danny Becker, will give hillclimb fans something to cheer about as they tackle the World Championship Hillclimb at De Anza Cycle Park, May 23. Jim True, the only climber to conquer the Widowmaker this year, will go up against some of the best hillclimbers in the country as they all try for a shot at the $5,225 purse.**

Look for a new Honda trials prototype – I mean new from the cases up – to debut on the National trials circuit. It's already been seen around Southern California, as has Suzuki's new 960cc DOHC four stroke four. Look for the big Suzy to be a late summer offering.

**We see where San Diego County's CORVAC/IPO off-road vehicle plan is gathering momentum. One of the early tasks is gathering data on user demand and user characteristics. To lend your expertise, get in touch with Les Bagg of the IPO staff at the Integrated Planning Office, County Admin. Center, 1600 Pacific Hwy., San Diego, CA 92101, Ph: (714) 236-4597.**

Did we mention that "Clean Gene" Wirwhan, AMA's legal wizard and Legislative Director, was named to the National Committee on Uniform Traffic Laws and Ordinances (NCUTLO)? That's the outfit that barely rejected our early attempts to down the Federal helmet mandate. If nothing else, we've finally earned direct representation.

Last week's Mammoth MX ad got picked up from 1975, by mistake. The date is really June 12 and 13, not June 7-8.

**Who tuned second-place man Jay Springsteen's Harley, that finished one up on Champion Gary Scott? Gary's tuner of last year, Bill Werner.**

Diane Cox, after making it well into the program with a 40.39 qualifying time (27th fastest of 48) retired from the third heat with a cracked cylinder. Still scratching for decent equipment, she may not get down to Ascot for the TT National. We'll miss her.

**In the California legislative hopper is AB3867 (Chappie) which would remove the 75 db(A) requirement for motorcycles manufactured after 1977. Hopefully, the MIC, with its noise tests on current machinery, can convince the legislators that 82-83db(A) at 50 feet is quiet enough. The Assembly Transportation Committee meets on the bill May 19, so grab your CN California legislative guide and write a key Assemblyman today, in support of this bill.**

**Bakersfield's Speedway Bandits tried out a new electric starting system last week; just pull the clutch, shove the rubber thingie against the crank end and gas it. Well, it works on Hondas . . .**

DENNIS GREENE

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# INSIDE


**San Jose Mile** .....6
Beauchamp leads Harley parade
**250 National MX** .....8
Young Hannah takes another step
**Gila Bend GP** .....10
Through the streets, tunnels and desert
**International Dateline** ...12
British 125, Austrian road race and Italian 500 GP
**Western Hotline** .....18
Ascot to Jorgy
**Desert** .....26
Desert double header
**Opinion** .....27
Road racing on the ropes?
**Speedway** .....28
Backing into last week's action
**Political Lifeline** .....32
Constructive programs for interested motorcyclists
**Northern Dateline** .....34
Superbowl Qualifer
**The Unlikely Duckling** ...36
Turning a turkey into a duck


ON THE COVER: The train rolls at San Jose. Beauchamp and Springsteen, caught in the act of going one-two in the National by Dan Mahony


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# VOICES OF THE WEST

## Merci

I would like to thank Jerry McNeal, Sam Lyman, a guy named Shaw, and a special friend, Marlene Simpson. for the help they gave me when I crashed at the Pucker Bunny Enduro.

It is reassuring, when participating in a competitive sport, that riders never let competition stand in the way of human kindness.

HARRY ALLRED
Tujunga, Calif.

## Do it now

Trail riding in the Kennedy Meadows region of the High Sierras is a most satisfying and fulfilling pleasure. Those who have experienced it know what a bummer it would be if we were to lose this recreational right through bureaucratic anti-motorcycle management on behalf of the Forest Service.

Luckily, the Forest Service is very much interested in knowing our problems and needs instead of alienating themselves. You can help improve trail resources in the area by becoming involved in volunteer conservation projects ranging from taking mileage of trails, to complete trail restoration projects. Get to know the Forest Service and educate them for our concern for the sport of motorcycling. All interested individuals and groups should contact me for more details.

GARY WOODLING
Dirt Diggers M.C.
153 N. Toluca St.
Los Angeles, CA 90026

## Kudo for Mr. Scott

We promoted an Invitational run at Afton, New York. A fantastic group of riders accepted our invitation to participate including Bart Markel, Hank Scott, Steve Morehead, Steve Droste, the winner – Willy Crabbe, and of course, Gary Scott.

Gary arrived early to do promotional work for us and, during the two days we spent with him, we discovered he is a complete gentleman. His major priority is the image he, as National Number One, presents to the public. He volunteered to do anything he could to help with the race – even to picking up the salads for our after-race party.

It was an extreme pleasure and honor for us to meet and get to know Gary Scott. He carries the Number One plate proudly and still manages to be a wonderful person.

GORDON & PAT FLUHARTY
Chenango Fork, N.Y.

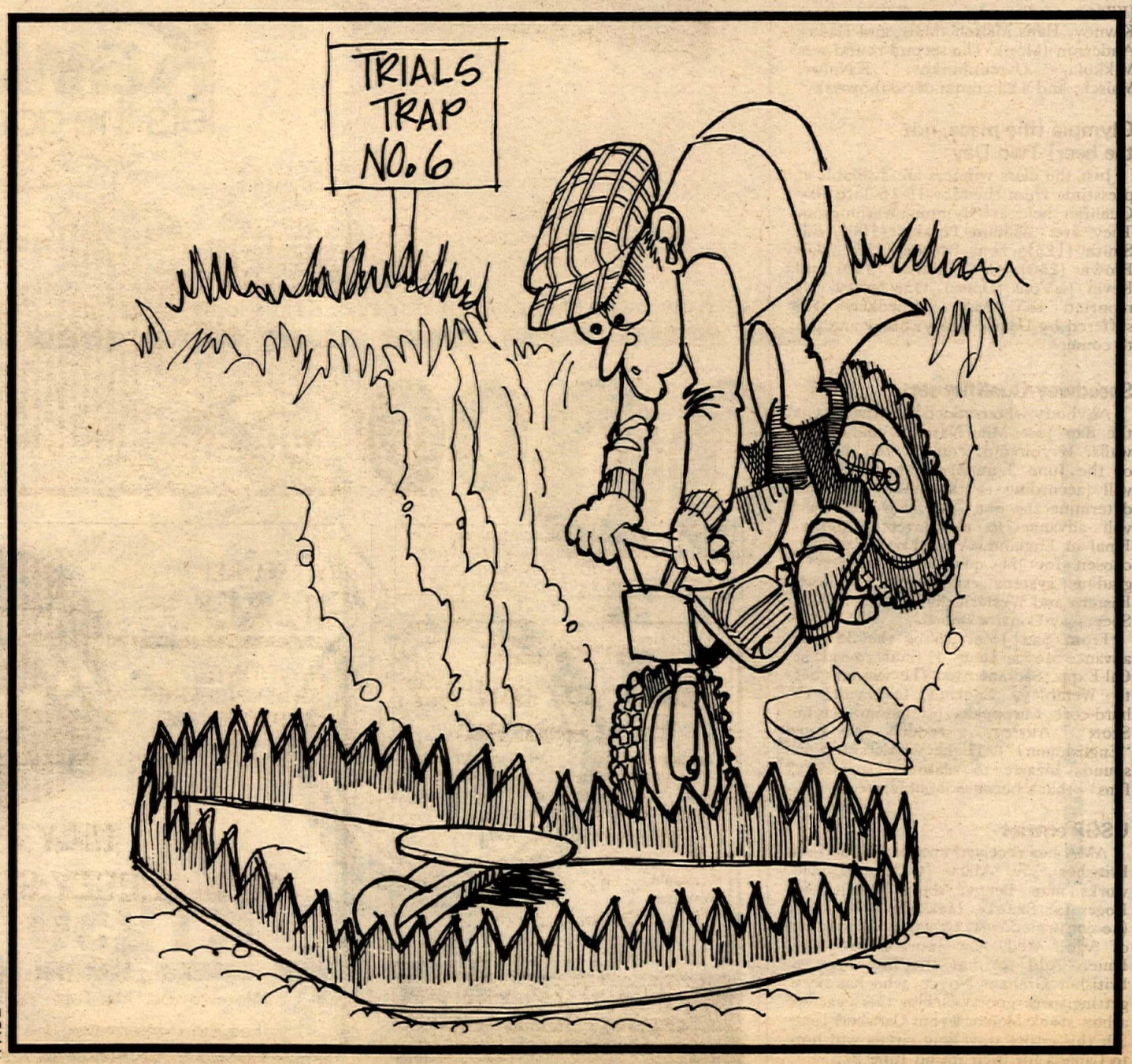
## On time

Thanks to Arizona Desert Racing Association for putting on a super desert race in Gila Bend, Arizona May 2. The whole town of Gila Bend was super friendly and cooperative. Police had the streets blocked off for the racers and kept them clear so no one would get hurt. Free camping was provided in town and after the race which was a *hot* one, 103 degrees, racers could take a cool shower under the town's water tower. At the checks they had *cold* water and a sweep crew on motorcycles that was fantastic. I race in District 38, and they've never put on a race like that.

SANDRA J. ANTHONY
Yuma, Airzona

*Check out the complete story on page 10. By the way, Sandra was the only woman to finish the super tough Gila Bend GP. Congratulations . . . Ed.*

*The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.*




PAUL MONO

# UP SHOT

### Roger DeCoster back on top

Roger DeCoster went 1-1 in the 500 GP of Sweden to regain the points lead from veteran Maico rider Adolph Weil, who finished second overall at 3-2. The first moto results were DeCoster, Schmitz (Puc), Weil, Ake Jonssen, and Gerrit Wolsink (Suz). The second round also went to four-time World Champion DeCoster followed by Weil, Karmsakers, Schmitz, and Jonssen.

DeCoster now leads the 500 Championship aboard his Suzuki with 105 points and five moto wins, Weil is second with 99 points and two moto wins, with Wolsink in third with 70 points and two moto wins. Pierre Karsmakers is fourth.

### Russians romp in Russia, Mikkola keeps going

The 250 Grand Prix of Russia witnessed a 1-2 Russian sweep with formerly unknown Russians Anatoly Ovtchinnkov and Vladimir Kavinov taking first and second overall on KTMs. Points leader Heikki Mikkola (Hus) won the second moto, his fifth moto win of the season to maintain a strong points lead over the 250 series.

The first moto was won by Moisseev (KTM), followed by Ovtchinnkov, Kavnov, Hans Maisch (Mai), and Hakan Anderson (Mon). The second round was Mikkola, Ovtchninnkov, Kavinov, Maisch, and 125 contender Baborovsky.

### Olympia (the place, not the beer) Two Day

Just the class winners are available at presstime from the May 15-16 Two Day Qualifier held at Olympia, Washington. They are: William Perkins (100), Bill Smith (125), Tom Penton (175), Don Brown (250), Carl Cranke (350) and Kevin LaVoie (Open). One injury was reported to AMA, a broken arm suffered by David Ashley. Story and pix to come.

### Speedway Qualifier set

Anybody who noticed that the pits at the San Jose Mile National had board walls? If you did, you spotted the site of the June 3 qualifying round which will (according to the AMA) begin to determine the *one* American rider who will advance to the Intercontinental Final in England. A field of 32 will be chosen for the qualifier, based on a grading system established by both Eastern and Western divisions of AMA's Speedway Control Board.

From San Jose, 16 of the 32 will advance to a June 4 final round at Cal-Expo, Sacramento. The winner goes to Wembley, England to meet 15 hard-core Europeans (including maybe Scott Autrey, seeded as an "Englishman?"). If the whole situation sounds bizarre to seasoned speedway fans — that's because it is bizarre.

### USGP entries

AMA has received entries so far from Britisher Vic Allan (CCM), Bultaco works man Bengt Aberg, Gerrit and Roger for Suzuki, Jaak Van Velthoven (no confirmed ride) plus the Maico team of Adolf Weil, Ake Jonsson and Willi Bauer. Add to that the intention of Britisher Graham Noyce, who has been getting some good placings this year on a box stock Maico. From Carlsbad June 20, this entire travelling circus will hop to Canada for their round June 27.

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# Rex, Harley & San Jose..

## Roberts in blue : Left at the altar

# Together again

By Lane Campbell

SAN JOSE, CAL., MAY 16

"I think I got myself back together now." The speaker is Rex Beauchamp, on the victory stand at the start-finish, putting away all doubts about his mended collarbones after he had shadowed Jay Springsteen for 23 miles and won his second straight San Jose Mile National by about one bike length. The win vaulted Rex from the pointless netherworld into a three way tie for sixth in Camel Pro Series, alongside Dave Hansen and Randy Cleek. Defending Grand National Champion Gary Scott had scored his first big bag of points (he is now third-standing) after surviving a race-long duel (with Al Jorgensen and Corky Keener) for third; and would, moments later, put a claim on Rex's winning bike in a move to shake loose some parts from Harley-Davidson. Jorgensen, in fourth, had given a smashing debut to a new Ron Woods Norton, the only British-engined bike to make the National.

Otherwise, it had been a nearly all-Harley show (after Ken Roberts' Yamaha went on one cylinder and expired before the start) enlivened considerably by the debut of a new Goodyear dirt track tire in limited (first come, first served) quantities because of the rubber industry strikes. Evidently based on the experimental hand-cut roadracing slicks from last year, the new tires took some getting used to by many riders, but may have been an important factor in a safe, almost crash-free race.

In fact, during practice and time trials, it was the "getting used to" the new Goodyears that tended to overshadow everything else. Both Jay Springsteen (H-D) and teammate Corky Keener (H-D) were openly skeptical, saying the new front tire felt great but the rear didn't want to hold. They practiced and timed with an old Goodyear rear, new Goodyear front. Gary Scott reversed the combination; revealed later he wished he'd had time to fit a new Goodyear front for the National. Gene Romero (H-D) and Dave Aldana (H-D) both messed around with other combinations, even a Dunlop front, but came back to the new tires mounted on cast alloy wheels. (The Goodyear reps recommended an especially wide rim for the new tires; some were able to find the right rim to lace into a wire rear wheel, others opted for the mags solely to get the right width.)

As it was turning out, the new Goodyears were developing terrific lateral roadholding front and rear, but were weak in transmitting straight-line drive. Adapting to them was becoming a matter of style; and was an initial annoyance to riders (like Keener and Springsteen) who love to pitch it sideways and hold it in with lots of throttle. (Jorgy, on the Norton, who either couldn't or didn't get the new tires, was doing just that – barely shutting off for turn one and getting full on it nearly all the way 'round.) The new tires forced riders to go easy on the throttle and motor around to take advantage of their tremendous lateral adhesion. The traditional Harley front-end push seemed cured forever, and Mike Kidd, for one, was ecstatic about that.

### Heats

Fast qualifier Greg Sassaman (H-D, 38.87) got beaten at the start by Gary Scott, who led the first heat until Greg got his momentum up. The third through fifth laps were quick successions of over-and-under pass-repass before Greg could break Gary loose from his draft and pull away. Gene Romero came up to steal second late in the heat, and Rick Hocking got the last direct transfer after circulating in a tight group with Mike Collins (H-D) and Terry Poovey (H-D).

Rex Beauchamp posted a new 10-lap record (6:32.94) to win the second heat and earn the pole, while Springsteen/Keener argued second/third and Hank Scott looked to be secure in fourth. That didn't reckon with Roberts/Palmgren, whose blanket-bingo duel brought them right up on Hank's tail late in the race. At one point, turn four railbirds saw Palmgren reach out and tap Kenny on the shoulder, but Roberts didn't rattle. Instead, he slingshot both Palmgren and Scott for fourth on the last lap as the three came out of the last turn in a solid clump.

SoCal regulars had a field day with the third heat as Tom Berry (H-D, one of the last to score a set of the estimated 25-30 new Goodyears available) got a clear holeshot over fast-closing Jorgy and rookie Steve Eklund (H-D). Jorgy and Tom exchanged high-low passes on laps three-four before the Norton pulled clear and Superman Dave Aldana emerged from the middle of nowhere to dog it out with Berry. That scrap lasted until Dave made a backchute pass stick, then gobbled Jorgy a couple laps later. Last turn, checker in sight, Dave sneaked a look under his lowside shoulder; the bike stepped sideways and Jorgy almost ran up his backside, but he saved it. Eklund pushed Berry but couldn't pass. Mert Lawwill (H-D) finished one spot out of a direct transfer and could never get out of mid-pack in his Semi.

Mike Kidd pretty much had a restarted fourth heat to himself, though behind him, Randy Cleek put up a spirited race to grab second from Eddie Wirth.

### Semis and Trophy Race

Hank Scott went wire-to-wire in the first semi, though his engine seemed to go off its feed the last two laps and a Palmgren-Poovey-Collins drafting wedge came right up on him. All four exploded from the last turn together and it was Mike Collins getting that last transfer as Scott may have blocked the other two.

The last entry to the National had Steve Droste (H-D), Skip Aksland (Yam), Paul Bostrom (H-D) and Rob Morrison all going for it. Morrison got the tail leading the front in a walkaway crash (the only real noteworthy get-off of the day); Bostrom muscled by Aksland and went almost neck-and-neck with winner Droste.

Chuck Palmgren, with some wrenching help by Irv Kanemoto, burnt wide grooves in his trick Goodyear, went out on the Gurney–Harley, and earned himself a firm liplock on Ms. Camel in the Trophy Final. He barely pulled it out, however, when a three way scrap entering turns three-four (between Skip Aksland, Terry Poovey and Terry Dorsch) became a four way scrap coming out. Wild way to set the stage for the National.

### 25-mile National

Polesitter Beauchamp elected to reverse the start and go from the outside with Mike Kidd alongside him. Aldana, Sassaman, Keener, Cleek (Team Hoppy?), Jorgy and Burritto made up the rest of the third row. Nearly all of them had been reversing and-or razorcutting their radically worn rear Goodyears as the effects of wheelspin were quite visible. (The front ones seemed to get better as they wore.) Gary Scott was going to have to come from the second row, and Roberts was

on the third. But Roberts' race became academic as they were milling around for the start; his Yamaha went on one cylinder, victim of a broken coil wire, and was pulled off the grid.

It was a bunched-up and almost indistinguishable mob that burst out of turn four at the end of one lap – Kidd, Jorgy, and the rest, passing in a cloud of sparkling tear-aways. The black crud that was getting sprayed back on number plates and face shields was mostly all rubber as the trick Goodyears introduced a new sound to American dirt track – tire squeal on Ken Murrell's pavement-like track surface.

By the second lap, Jay Springsteen had ducked under Kidd for the lead, and Rex Beauchamp would soon move past Jorgy for third. Scott was reeling the mid-packers in with a quick, deliberate charge. Kidd's engine soured and died within minutes. Paul Bostrom broke a piston and the mob behind Springsteen shuffled again as Rex Beauchamp broke clear. Keener and Scott moved up to bracket Jorgensen while Rex moved right up on Jay's tail, ducking under into the lead out of turns three-four. Aldana was bottled up in mid-pack with Berry and Sassaman.

Jay Springsteen repassed Rex and the two pulled clear riding as a ballet duet, poised within inches of each other. Three seconds back, by mid-race, were Scott, Jorgy and Keener in a wedge. Sassaman, Berry and Aldana knotted in a third clump and the fourth group held Romero, Hocking, Cleek, Eklund (the only rookie to make the Final), Wirth and Bubba Rush, in more or less that order.

Springsteen pulled out about a bike length clear of Beauchamp and held it till about three laps from the end. Rex said "Jay seemed to slow up a bit." Jay agreed, "Coming up the straight, full throttle, it would seem to hesitate every now and then . . . boy, I thought he was going to let me win this one, but he didn't."

Not bloody likely. With the white flag in sight, Rex pulled clear away from Jay coming out of the last turn and held it. Though both Keener and Jorgy had led the second wedge at one time or another, it was Scott who held it the most and the latest, taking a line slightly outside his competitors, sneaking a look under his lowside shoulder exiting turn four and neatly slamming the door into turn one. He used lapped traffic on the final lap (Droste and Collins, bar-to-bar for 14th/15th) to make the point stick.

Aldana broke clear of the third group in the late laps as Sassaman felt his tire beginning to go away, and Berry slowed even further, getting a weird nasty wobble part way up the front straight. Rick Hocking managed to duck under Romero into turn one, and Eklund briefly got a wheel by Burritto as the three wiggled together out of turn four, but Romero edged Steve at the finish.

A philosophical Kenny Roberts said afterwards that both he and the new Goodyears were going to be "still around" at other dirt tracks. And Gary Scott, minutes after results were announced, plunked down $3500 to claim Rex Beauchamp's Harley. His main reason, "They (Harley) weren't willing to sell enough components to build some motorcycles . . . Eklund got a set of cases in three days; I been trying to get parts for three months." Under the revised claiming rule, the factory will either have to deliver up the engine unit out of the winning bike or settle off-track to Gary's satisfaction.

## Results

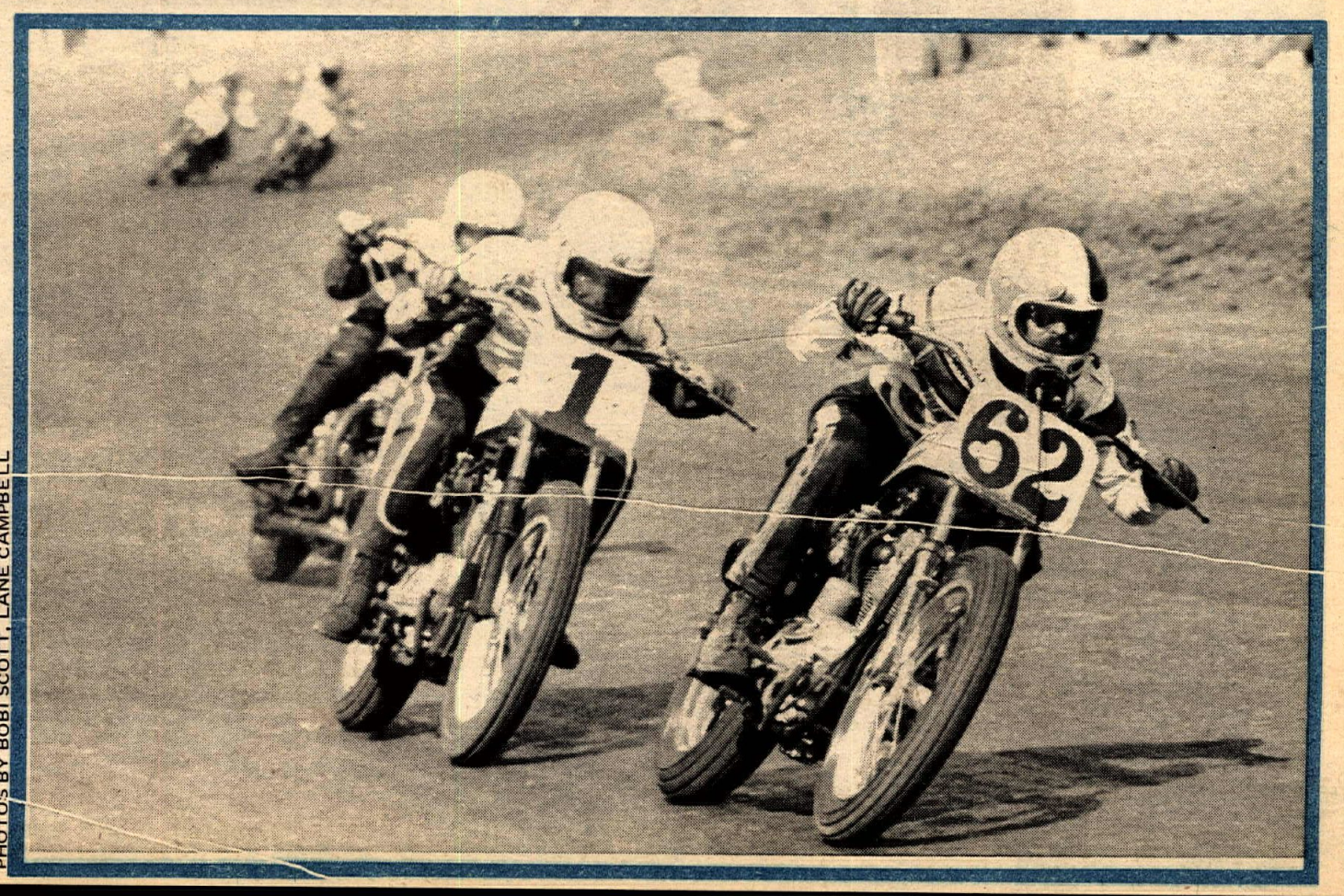
SAN JOSE 25 MILE CHAMPIONSHIP: 1. Rex Beauchamp (H-D). 2. Jay Springsteen (H-D). 3. Gary Scott (H-D). 4. Alex Jorgenson (Nor). 5. Corky Keener (H-D). 6. Dave Aldana (H-D). 7. Gregg Sassaman (H-D). 8. Tom Berry (H-D). 9. Rick Hocking (H-D). 10. Gene Romero (H-D). 11. Steve Eklund (H-D). 12. Randy Cleek (H-D). 13. Eddie Wirth (H-D). 14. Bubba Rush (H-D). 15. Mike Collins (H-D). 16. Steve Droste (H-D). 17. Hank Scott (Yam). 18. Mike Kidd (H-D). 19. Paul Bostrom (H-D). 20. Kenny Roberts (Yam). Time 15.4.02—95.744 mph-new record.

TROPHY RACE: 1. Chuck Palmgren (H-D). 2. Skip Aksland (Yam). 3. Terry Poovey (H-D). 4. Terry Dorsch (H-D). 5. Pat Marinacci (H-D). 6. Dan McWhorter (H-D). 7. Mike Caves (H-D). 8. Mert Lawwill (H-D). 9. Ted Boody (H-D). 10. Walt Foster (Tri). Time 7:56.92.

UNOFFICIAL CAMEL PRO POINT STANDINGS AFTER SAN JOSE NAT'L: 1. Rick Hocking 55. 2. Ken Roberts 44. 3. Gary Scott 24. 5. Jay Springsteen 21. 6. David "Bubba" Rush 21. 7. Dave Hansen 20. 8. Rex Beauchamp 20. 9. Randy Cleek 20. 10. Steve Eklund 19. 11. Gary Nixon 16. 12. Mike Caves 16. 13. Gene Romero 16.

Harley-Davidson team manager O'Brien squeezed Rex on the arm and said, "Let's do it." Rex did.

Scott would sneak a look to the left, and either Corky or Jorgy would be there.




PHOTOS BY BOBI SCOTT, LANE CAMPBELL

SUZUKI

# Hurricane out-jams The Jammer

## DiStefano still leads as the pack scrambles back

**By Charles Morey**

KEYSERS RIDGE, MD., MAY 16

On the last lap of the final 45 minute High Point sponsored 250cc AMA National Championship moto at Appalachia Highlands Motorsport Park, Yamaha's Bob Hannah pulled off a trick that's not often seen. On a tricky off-camber uphill turn, Hannah wedged his Bill Buchka tuned factory Yamaha inside Kawasaki's infamous Jammin' Jimmy Weinert, gave The Jammer a little nudge, and took the overall win from the man who earned his nickname from that very tactic.

Not that bumping is unusual in motocross. This year, perhaps due to the necessarily tight Supercross Series tracks, professional motocross has become more of a contact sport than ever before. But it's not often that a first year factory teenager like Hannah is able to outmaneuver a seasoned Expert like Weinert and offer him a sample of his own wares.

Hannah had not been a pre-race favorite. Although the Florida Winter-AMA Series winner had startled the country by taking the first 125cc National from Honda's superkid Marty Smith, his 250cc National performances had been strong but not spectacular. If one had been asked to predict a closely fought battle before the racing began, the names Weinert and DiStefano probably would had dominated the conversation.

"We've cleaned up our act," Bill Buchka jokingly summed up the day, suggesting that Hannah's recent haircut and Buchka's usual spiffy appearance had somehow made the difference.

"Yeah," Hannah grinned, "That hair being down to here (indicating his shoulders) really used to slow me down!"

Neither admitted that the combination of experience (Buchka tuned Weinert's 500cc Championship machine last year and before that, Karsmakers' bikes) and the riding ability of the up-and-coming youngster might have had anything to do with the achievement.

### Support class

In the 125cc Support class action, Suzuki rider Fred Vertucci scored a decisive victory by winning both 30 minute motos. Inconsistency kept anyone else from approaching Vertucci's top performances; the closest thing to it being James Jerles fifth-fourth placings for second overall. Scott Wallenburg, third at the day's end, bettered his first moto seventh place with a third in the final leg. Jerles and Wallenburg were Suzuki mounted, with fourth and fifth placers Duane Dreyer and Peter McGill filling out the top five on a pair of Hondas.

### First 250 moto

National 125cc champ Marty Smith smoked his RC250 Honda through the first two turns of the opening 250cc National moto looking like a winner but when he hit turn three, an off-camber turned to grease by an early afternoon downpour, opportunity stopped knocking. The Honda's front wheel washed out, Marty went down, and the whole pack slithered past before he could restart. Several others joined the slippery pile up but were more fortunate than Smith in restarting. Smith's hard luck would continue into round two where his bike suffered a broken ring.

Steve Stackable took over, wired his Bernie Thompson tuned factory Suzuki WFO, and left an astounding gap between his rear wheel and 39 hard charging pros. Teammate Billy Grossi was doing some heavy hustling to keep Yamaha's Rick Burgett from getting by. Grossi made it stick for lap one, but Burgett squeezed past on the second circuit. Then, still on lap two, they both went down.

"He'd passed and I was trying to repass," Billy described it later, "and we were both leaned over side by side. I don't know if he knew I was there or not, but he suddenly straightened up, we locked bars and (with elaborate tumbling hand gestures) we both went down.

When they passed the scorers at the completion of lap two, Stackable had a 20 second lead on Canadian factory Suzuki rider Jim Turner. Burgett finally rolled by in 29; Grossi was even further back.

National 250cc Champ Tony DiStefano had followed Grossi and Burgett in fourth place in the opening lap, but stepped off on the second go-round. The fall apparently loosened the rubber handgrip on the Suzuki's throttle, and Tony D spent part of the moto trying to ride and hold it on, then when it would stay on no longer, he tried to ride without it.

"It was hard to get a good grip – the bar's so small," DiStefano shrugged afterward. His previously injured thumb, battered by the small steel throttle grip slowed his progress further, and Tony was unable to do better than 11th in the moto.

Ten minutes into the race, Jimmy Weinert was chasing Turner and holding down third place over Jimmy Ellis. Weinert had completed the first lap in ninth. Ellis had started even more slowly back in 13th, but both cut quickly through the mob on a course set for the front.

Jammin' worked his way by Turner's Suzuki, then moved in on Stackable. Following a few attempts to get past, Weinert found his chance on the fast front straightaway. Near the 30 minute point he and Stack came down the hill side by side, flew over the high speed jump in close formation, then touched together 50 feet up the track. The impact set Steve's Suzuki sideways and the tall Texan bailed off making a futile grab at Weinert's rear fender to cushion the fall. Obviously shaken, Steve stopped at the mechanics' area to straighten his bars, then continued on. He came back to score fifth in the moto, a remarkable recovery from a hard fall.

Ellis, in the meanwhile closed on Turner, dropped back, then came back to pass for third in the moto.

Bob Hannah, ninth on lap one, cut a determined steady swath on his way to second place. By the fifth lap, he'd taken over sixth; at the 30 minute mark he was fourth. Two minutes later he overtook Ellis who at this point hadn't caught Turner, and on the next time around Hannah slipped past Turner into second behind Weinert.

The round ended with Weinert being followed by Hannah, Ellis, Turner and Stackable.

### Second 250 moto

Following a half hour delay and two false starts due to a malfunctioning starting gate, Can-Am's Connecticut Yankee Jimmy Ellis showed Jimmy Weinert, Steve Stackable, Jim Turner and Bob Hannah the way through the opening lap of the second moto. Turner became the first casualty, apparently with a mechanical problem, as he was seen pushing his bike off the course after the second lap.

Ellis looked strong. He established a sizeable lead as Jammin', Stack and Hurricane Hannah formed a three-sided battle over second. Near the 15 minute point, Hannah got by Stackable and put intermittent pressure on Weinert. It was during the Hannah/Weinert chase that Ellis picked a very unfortunate time to spin out. Both Jammin' and Bob passed as Jimmy picked up the bike and returned to the race. Tony D was next to pass Ellis and take over third place. DiStefano had been fifth in back of the Weinert/Stackable/Hannah threesome early in the moto, and he'd proceeded steadily with them, always within striking distance.

With five laps remaining, Hannah attached himself to Winert's rear fender in a race for the overall win. With their 1-2 finish in the first round, this moto was the decider. There must have been a dozen "almosts" in Hannah's struggle to overtake The Jammer before he finally tucked inside and elbowed past.

Tony D scored third in the moto which upped his first round 11th placing to a fifth overall. Steve Stackable backed up his first round fifth with a fourth place – good for third overall. Jimmy Ellis took sixth, tieing Stack points-wise, but taking fourth overall with the slower second moto performance. ●

### Results

250cc NATIONAL: 1. Bob Hannah 2-1 (Yam). 2. Jimmy Weinert 1-2 (Kaw). 3. Steve Stackable 5-4 (Suz). 4. Jimmy Ellis 3-6 (C-A). 5. Tony DiStefano 11-3 (Suz). 6. Danny LaPorte 6-8 (Suz). 7. Dan Turner 7-9 (Yam). 8. Gary Semics 9-11 (Kaw). 9. Terry Clark 8-13 (Hus). 10. Gaylon Mosier 10-15 (Mai). 11. John Savitski 12-16 (C-A). 12. Don Kudalski 17-12 (Hon). 13. Ken Zahrt 13-17 (Oss). 14. Chuck Sun 18-14 (Hus). 15. Billy Grossi 25-10 (Suz). 16. Tommy Croft 16-19 (Hon). 17. Gary Chaplin 22-16 (Suz). 18. Rick Burgett 34-7 (Yam). 19. Bob Harris 20-21 (CZ). 20. Rick O'Brien 21-23 (H-D).

125cc SUPPORT. 1. Fred Vertucci 1-1 (Suz). 2. James Jerles 5-4 (Suz). 3. Scott Wallenburgh 7-3 (Suz). 4. Duane Dreyer 4-6 (Hon). 5. Peter McGill 6-8 (Hon). 6. Jim Grantaki 14-5 (Yam). 7. John Racin 11-12 (Yam). 8. Mark Garrison 17-7. 9. Oran Wolfe 16-9 (Yam). 10. Robert Yost 15-14 (Hon).

UNOFFICIAL AMA 250cc NATIONAL MX CHAMPIONSHIP POINT STANDINGS including Keysers Ridge: 1. Tony DiStefano 204. 2. Jimmy Weinert 189. 3. Steve Stackable 155. 4. Bob Hannah 139. 5. Jimmy Ellis 135. 6. Gary Semics 122. 7. Rick Burgett 113. 8. Kent Howerton 107. 9. Rich Eierstedt 103. 10. Gaylon Mosier 89.

PHOTOS BY CHARLES MOREY

(Above) Hannah gets the best of Weinert. (Top inset) Third place Steve Stackable. (Bottom) Danny LaPorte levitates.

# GILA BEND GRAND PRIX

(Top) The streets of Gila Bend looked like Sunday in the desert.
(Above) Earl Roeseler (H-D) was first 125 and fifth overall.

By Dave Coates

GILA BEND, ARIZ., MAY 2

The heat should have been off of a lot of good riders since Bob Rutton, last year's winner of the ADRA sponsored Gila Bend Grand Prix, was unable to attend. But as race day came, and the thermometer pushed into the post 100 degree range, the event became an endurance race for both bikes and riders as only 96 of the 330 starters finished.

Austen Haydis (250 Yam) outlasted and outran the survivors to finish first overall Expert and headed up the pay line for the $100 prize money.

Riders left the start in eight three minute intervals. The Experts ran four laps around the 25 mile (actually 27.3 mile) course, while all other classes, except the Powder Puffs, ran three laps. The Powder Puffs went only two laps and the lone finisher was Sandra Anthony (Hon).

Haydis took an early lead into the first checkpoint, 10 miles across the flat, sandy course. Kirk Kontilis (250 Hus) was running a close second with Dave Miller (Hus) holding down third. Somewhere between the first and second checkpoints Kontilis found his opportunity and got around Haydis to take over the lead. For the better part of the first three loops Kontilis and Haydis ran unchallenged while third place moved to Rex Harelson (250 Yam) in the second lap after Miller had some bike problems.

On the second lap, Haydis crashed hard into an unforgiving railroad trestle abutment and just about quit, but he soon recovered and restarted without losing his position. Kontilis was still running strong, stretching his lead while Haydis was down but on the third lap, just short of homecheck, Haydis got his break when Kontilis' bike shed its chain twice within a brief period. The second time around he was unable to restart his mount after replacing the chain and became a dropout statistic as Haydis regained the lead. Harelson moved into second, Will Barrier (Yam) slid from fourth to third and Marty Haak (250 Hus) moved into fourth.

The top four stayed in order through the finish. Earl Roeseler (125 H-D) picked up first 125 Expert and fifth overall. Miller worked his problems out and rode to a sixth overall, second Open Expert behind Barrier. Ted Fields (Yam) took seventh overall and third Open Expert. Dan Peloso (DDC) ran eighth. Jim Harsha (175 Hus) and Dave Dean (Hus) rounded out ninth and tenth. Harsha also took first 175 Expert. Only 12 riders out of the field of about 50 Experts were able to complete the race. It was pretty evenly divided between mechanical breakdowns along the hot, sandy course and those done in by the heat.

The top overall Amateur ride was logged by Clyde Stewart (Suz), who also grabbed first Open Amateur. Gary Baily (125 Yam) pushed to second overall and first 125 Amateur. Grover Ward (Hus) was third overall and second Open Amateur.

An unofficial award should have gone to George Brent (350 Hon) for maintaining that tuff old desert rider facade under even the most trying circumstances. Shortly after the start, Brent center-punched a fallen rider and survived an endo to continue the race after his bike appeared to have made it through the experience unscathed. Three miles short of homecheck the bike caught fire, Brent bailed off, and watched as his machine sent a very expensive smoke signal to the sweep-riders. "Not everything's lost," said Brent. "I still have 36 pretty good aluminum spokes on the rear wheel."

In spite of the heat at this year's race, riders in last year's Gila Bend competition said there's been an improvement in the course. Officials of last year's race discovered, as did many of the riders, that it's hard on bodies and bikes to start over 300 riders on a 90 mile per hour through town stretch that funnels into a series of narrow underpasses and tunnels. •

Austin Haydis outran 330 competitors and 100 miles of sand and heat to win.

PHOTOS BY DAVID COATES

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Rahier disappears over the horizon with ease while Marty Smith (24), Roger Harvey (27), Dario Nani (12) and Tom Olsson (18) struggle.

Viktor Semko (21) pits his 1976 works CZ against Russian teammate Babvel on last years Czech trickery. Not like what they sell in America.

PHOTOS BY JOHN HUETTER

Gaston Rahier loves rough tracks. He was ecstatic in Great Britain.

# Rahier 1-1 in Britain and 3 for 3 in season

By John Huetter

SHREWSBURY, SHROPSHIRE, BRITAIN, MAY 2

For the first time this year and the second time in the British 125 GP, Suzuki's smallest star Gaston Rahier put together overwhelming dual moto wins to take his third 125cc Grand Prix in a row – that's all of them so far this season.

Gaston liked the demanding Hawkstone Park circuit from the first time he walked it. "Many bumps," he noted. "Much better for me." The series of tight turns, murderous hills and sandy whoop-de-doos was so good for Gaston that he won the second moto by a margin of 43 seconds.

Three dozen international riders had gathered in the lush, green farmlands of Shropshire in the far northwest of England. The Hawkstone circuit, in use for nearly 20 years, was considered difficult even for 500cc bikes. Veteran riders shook their heads when thinking about it for a 125cc GP.

The threat to the World Champ's continuing reign comes from three different directions: Czechs Jiri Churavy and Zdenek Velky on the ultra-trick works CZs; Russian Pavel Rulev on the same and American Marty Smith on the "Type 1" Honda . . . soon, he hopes, to be a "Type 2."

But when the gate dropped, letting the supertuned 125s loose onto a near-perfect motocross track, it was Gaston Rahier in the lead before the pack disappeared into the tree-canopied tunnel at the end of the start straight. Churavy (CZ) was second; Velky, third; and Marty Smith in fourth. Marty shot into third after as many turns, then Velky repassed him. Coming over the finish straight jump, Marty hit the ground before the wild Czech, got traction and pulled ahead. Close behind Velky were Ivano Bessone, an Italian on the works Beta, Finnish privateer Osmo Peralma looking fast and furious on his standard Yamaha, and Englishman Roger Harvey, riding for the British Husky importer. They were all one speed level above the rest of the pack in that first 20 minutes. You had to notice that half the privateers were on RM125 Suzukis – some of which were, quite literally, box stock. Europeans are continually amazed at all the trick stuff available to American racers.

After 30 minutes, it seemed all but the first three had been on the ground at least once – most of them at the top of the long uphill which terminated in a rock slab trials section.

Only Gaston had the magic line through the top-of-the-hill section – all the way on the outside, on *top* of the rocks. Even Velky crashed, as had Rulev before him, but remounted without losing a position.

Gaston has sponsored two Belgian proteges to some GPs this year – Gerard Camal and Diendonne Stoevenakers. Stoevenakers kept moving up steadily from a poor start, riding a very controlled race. Hans Strobenreuter, on a semi-works KTM, was also turning in a consistent, rapid ride from a poor start.

Velky's rear brake broke; then his frame cracked above the swingarm pivot. He was not passed, even as Smith held him off to take third at the finish and Gaston lapped all the riders up to Velky. The CZs make a lot of horsepower, high in the rev range, but that combined with their 178 lb. dry weight, makes them a double Russian handful to ride.

Pavel Rulev (CZ) got up from his second lap crash to make a determined charge through the strung-out riders to finish fifth. He is very determined. Rulev apparently wasn't worn out by his catch-up ride on the third-fastest works CZ. For the second moto, he blew out of the day-glo orange start gate first. Gaston Rahier went inside on the RA76 diving into the green-tunneled first turn, came out ahead of Rulev and after that, there was only to watch an incredible display of motocross virtuosity.

Marty Smith had started well, then dropped about eight positions on the second lap when he pitted. The complaint was the same as in the first moto (towards the end). The Honda's airbox was allowing the fine silt of the Hawkstone Park course past the reed valve into the Honda's very pricey engine. The bike ran poorly for the first half of the moto. Marty was frustrated but, much to his credit, kept trying.

Gaston kept trying, too. So much so that he had a 16 second lead on Jiri Churavy after six laps. The young, red-headed Czech had gotten past Rulev and Englishman Harvey had moved past, also into fourth.

There were personal battles developing in mid-pack even as Gaston wheelied away with the race.

Tommy Olsson, a Swede riding for the Ancilotti factory, was going at it with Dario Nani, an Italian riding for the Gilera works. The inter-Italian battle carried them past privateer Peralma, still berserking his way around on the *only* Yamaha in the GP. Olsson and Nani carried their race past Harvey.

Strobenreuter (KTM) and Stoevenakers (Suz) were engaged in the same kind of catch-up, wheel under wheel racing. American Marty Smith was behind them all, involved in the business of making up half a lap. Smith continued very steadily, eating away the yards until he was ninth with two laps to go.

Into the sandpit, Gaston smiled and did a little clickshot for the American photographer. Over the finish line jump, he waggled his air forks three times before hitting the ground and taking the flag – making it a total of four wins and two seconds in six GP motos. It was his day. Other riders, Churavy and Smith, had finished ahead of him before under other conditions. Today, in England, Rahier was unbeatable and the selection of cylinder, pipe and gearing for the Suzuki was spot on.

Marty Smith passed Stoevenakers in the whoop-dee-doos on the last lap to finish seventh, which gave him fourth overall for the day. "I'm just here for the experience," he said. "Checkin' things out. I'm tryin' but I'm not supposed to win." ●

**Results**

FIRST MOTO: 1. Gaston Rahier (Suz) Belg. 2. Jiri Churavy (CZ) CSSR. 3. Marty Smith (Hon) USA. 4. Zdenek Velky (CZ) CSSR. 5. Pavel Rulev (CZ) USSR. 6. Tom Olsson (Ancilotti) Swed. 7. Bryan Wade (Suz) UK. 8. Diendonne Stoevenakers (Suz) Belg. 9. Ivano Bessone (Beta) Ital. 10. Hans Strobenreuter (KTM) W. Ger. 11. Tomas Goinger (Suz) Venez.

SECOND MOTO: 1. G. Rahier (Suz). 2. J. Churavy (CZ). 3. P. Rulev (CZ). 4. T. Olsson (Anc). 5. Dario Nani (Gil) Italy. 6. Roger Harvey (Hus) UK. 7. M. Smith (Hon). 8. D. Stoevenakers (Suz). 9. Osmo Peralma (Yam) Fin. 10. Andy Ainsworth (Suz) UK.

WORLD CHAMPIONSHIP STANDINGS AFTER 3 GPs: 1. Gaston Rahier (Suz). 2. Jiri Churavy (CZ). 3. Marty Smith (Hon). 4. Pavel Rulev (CZ). 5. Zdenek Velky (CZ).


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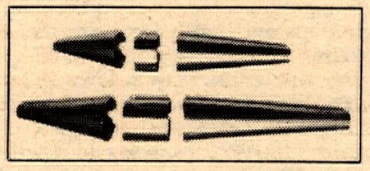

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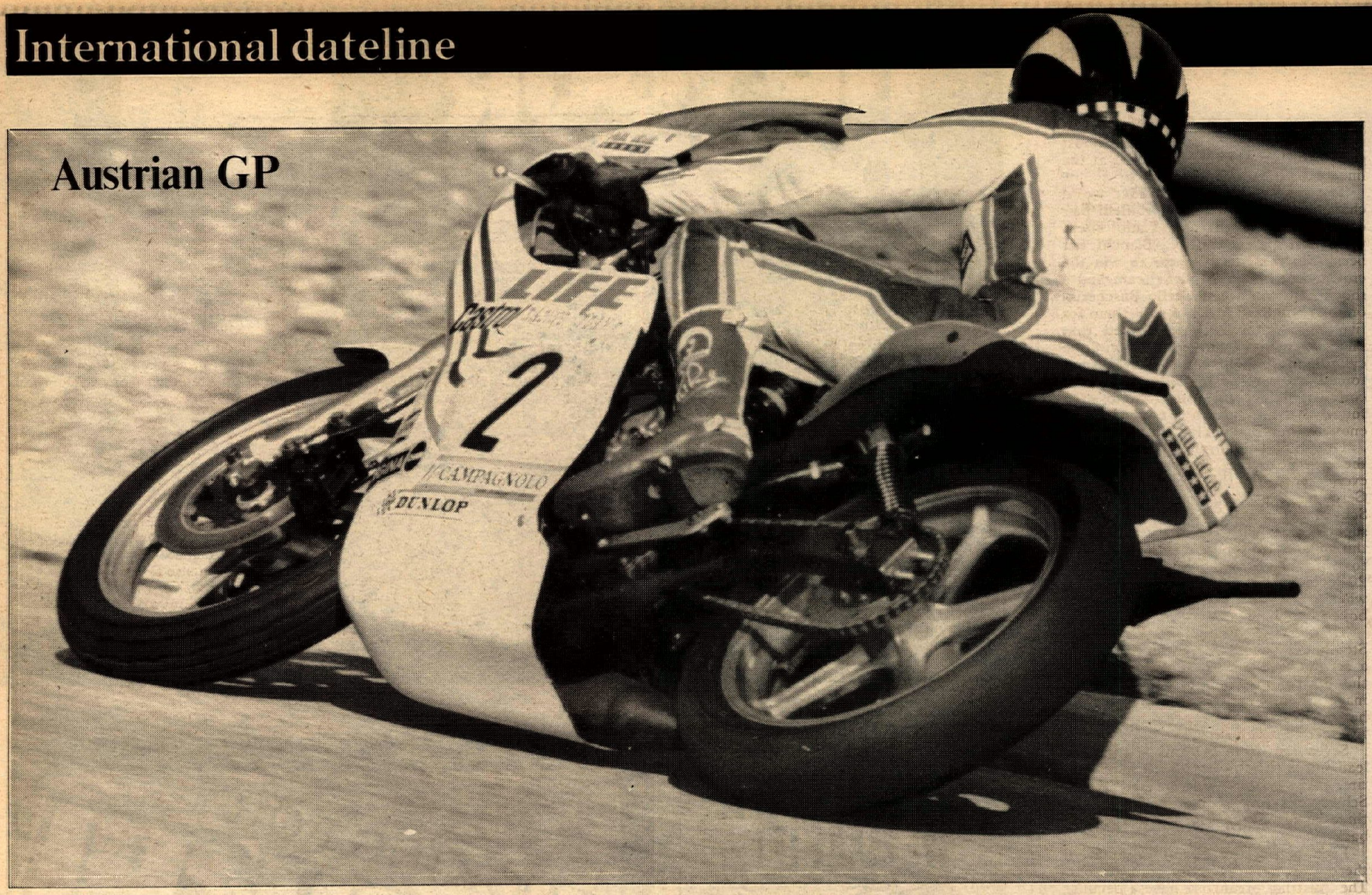


Bravery in poetic motion, Phil Read gets the 500 Suzuki right down to the inner verge at an amazing angle. Several other riders injured their knees smacking the raised roadside curbing. Below, Barry Sheene makes like Winston Churchill, but with no cigar.

# Sheene wins second straight, Cecotto gets revenge

PHOTOS BY FRANCOIS BEAU

**By Chris Carter**

SALZBURGRING, AUSTRIA, MAY 2

## Barry Sheene took another giant step towards the 500cc world championship with an impressive victory. Two rounds gone, he has

maximum points and leads his nearest rival, the young Italian sensation Marco Lucchinelli by seven points. Johnny Cecotto crashed when leading the 500cc battle. He was unhurt, but his machine caught fire and was badly damaged.

It was Phil Read who led the pack for eight laps with pole-sitter Sheene, John Williams and Cecotto trailing. Then Bruno Kneubuhler, well down the pack, took a high speed tumble at the chicane on the 11th lap, and though he escaped serious injury straw bales blocked half the track, including the racing line. Chaos followed for three laps, and poor marshalling caused John Williams to crash at the same spot, when a marshall waved his hand in front of John's face.

Sheene took the lead during this time, with Cecotto and Read in pursuit. Cecotto locked his front wheel and crashed, leaving Read to deal with a challenge from Teuvo Lansivuori, who was making up ground after a poor start.

Lap 14, Read took the lead; but two laps later it was Lansivuori who was ahead, with Read and Sheene on his tail. Lansivuori stayed ahead till the 30th lap, when Sheene, tired of waiting, moved past.

Barry opened a comfortable lead, while Lansivuori was coming under pressure from Lucchinelli, who had been slow to start. Then the Finn's engine seized on one cylinder, and when he came in for more fuel he dare not stop the engine. But a protest from Frenchman Michel Rougerie that he had not stopped his engine, as required by the regulations for this meeting, was upheld by the FIM Jury, and Lansivuori was robbed of fourth place! Rougerie moved up a place after his rather unsporting gesture.

Earlier in the afternoon Johnny Cecotto (Yam) had extracted revenge for his French GP defeat at the hands of Italian ace Walter Villa (H-D) in the 350cc race. This time Cecotto made a superb start on his Yamaha, and though Walter battled through to second place after a terrible start he could not cut Cecotto's lead.

While Cecotto stormed off into the distance, Giacomo Agostini forced his way through to second by the fifth lap, but it needed a record breaking lap to pass the hard Swede Leif Gustafsson. Ago's race was shortlived though. The MV clutch began to slip and he pulled out after eight laps.

Gustafsson might have kept third place, but his frame broke ten laps from the end and he could not hold Australian John Dodds. Tom Herron

was sixth home, falling victim to Dieter Braun in the closing stages, and almost going under Oliver Chevallier at the line.

The first round of the 125cc world championship gave the Morbidelli pair of Pirpaulo Bianchi and Paulo Pileri, their anticipated victory. Bianchi has been told that it's his year to win the crown, but the Morbidelli team had a shock early on when Otello Buscherini on the revitalized Malanca split them for five laps. Later it was revealed that Pileri's engine had seized on one cylinder during this time, but he soon forced his way past Otello, to take a comfortable second. Angel Nieto soon found that his Bultaco is not yet quick enough when Bianchi lapped him!

Fourth and final race of the day was the sidecar event. It was a classic in every sense of the word, with West German's Rolf Steinhausen and Werner Schwarzel the stars. Schwarzel made a superb start, with Steinhausen back in third place. Rolf Biland moved through to third place, but Schwarzel was still 20 seconds ahead of him after nine laps when Biland's Yamaha motor boiled.

That left Schwarzel to cope with Steinhausen. Rolf closed the gap to just a second and a half, midway through the 30 lap event, but then tailenders made him lose contact with Werner, and he had to start all over again to reduce a five second disadvantage.

Seven laps from the end he took the lead, but with Schwarzel glued to his rear tire. The battle was ruined when Schwarzel's Konig developed a misfire three laps from the flag, and he dropped back.

Even before the Grand Prix started there was much activity and dissent. The Austrian organizers have a peculiar system of selecting entries. Several riders arrived with signed contracts, only to be told that the organizers had, in the meantime, changed their minds and sent a letter cancelling their start! Others, who had taken leaderboard places at the French GP, had to argue for hours to get a start, and needed the intervention of FIM official Jaap Timmer to sort things out.

Confusion wasn't over, though, for it was said at first that the new FIM silencer rule would be strictly enforced. But a jury meeting on Saturday changed that order, and now riders have until the Belgian GP in July to fit silencers.

Unlucky Pat Hennen was in trouble for the second successive Grand Prix. After a great deal of arguing simply to be given a start, he was handicapped by a lengthy delay in receiving AMA permission to race. Then after all that, his Suzuki RG500 seized on the pre-race warm up lap! ●

**Sheene (7) and Read (2) line 'em up in an "anybody's race" 500 cliffhanger.**

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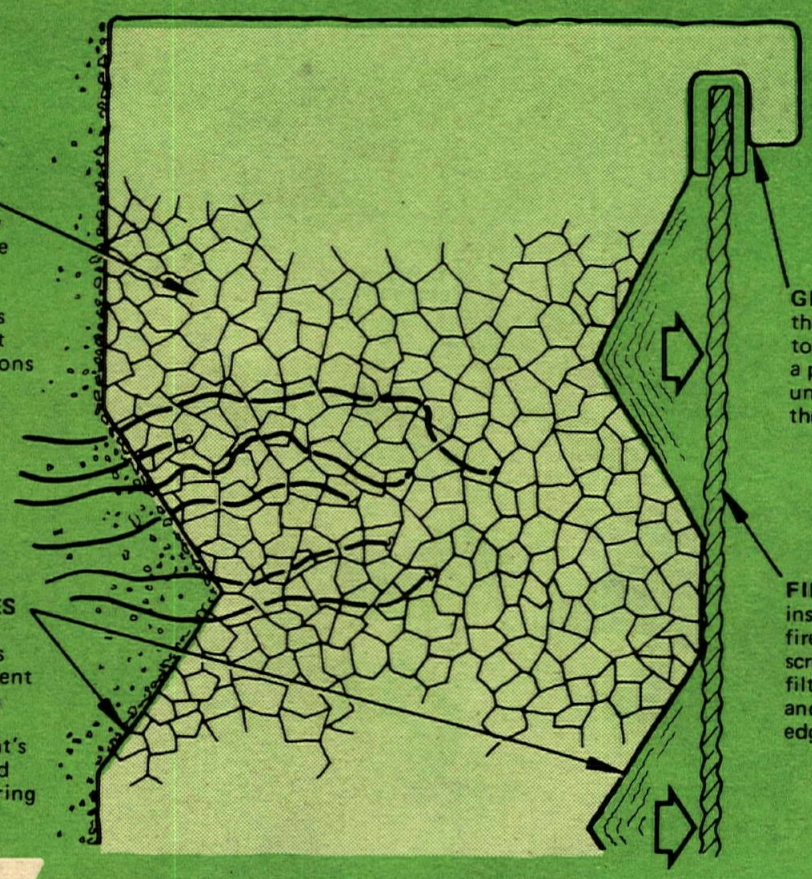

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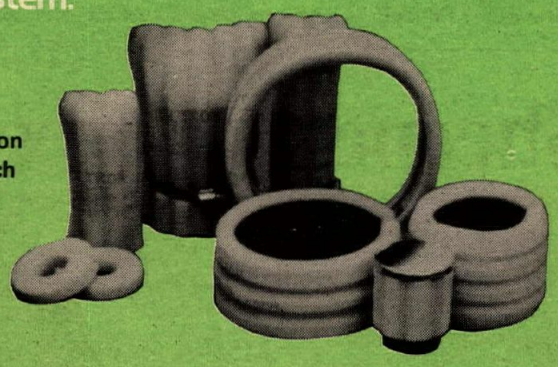

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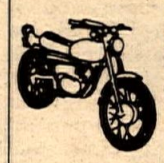

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## 500cc World Championship - Round three

International dat

# Roger wins, Brad second, Gerrit holds onto points lead in Italy

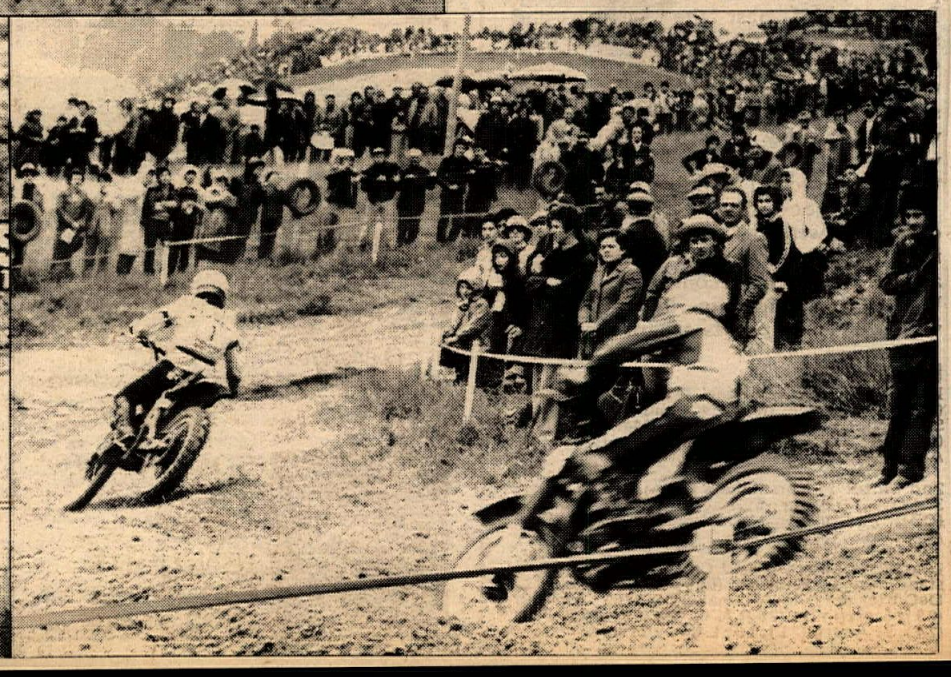
**By David Maltais**

FERMO, ITALY, MAY 2

The biggest attraction at the Monterosato circuit was the completely red factory Honda of Pierre Karsmakers that had just arrived in Europe the day before European team manager Steve Whitlock headed down to Italy from his base in Offenbach, West Germany. Pierre's "Red Devil" was fast as well as good handling as he posted second fastest official qualifying time on Sunday morning behind Suzuki's Roger DeCoster. Roger was trying new Konis on the rear of his 370. Third fastest man was Herbert Schmitz whose factory Puch had been having seizing problems during practice on Saturday. Fourth was Maico's Ake Jonsson, and fifth was Husqvarna's Brad Lackey with a fresh engine just brought down from Sweden to the race. Brad had raced all the Internationals and the first two GPs on one engine. Willi Bauer, Gerrit Wolsink, Arne Lindfors, Christer Hammergren and Paolo Piron were the remaining top ten qualifiers.

Twenty-five thousand spectators settled down on the lush hillside of the nicest course the riders have seen in a long time. The layout was excellent with not a tire mark on it prior to the first practice. The circuit was staked out by the moto club Ippogrifo using only the natural terrain and the earth was untouched by man or machinery. The surface was mostly mowed grass.

**(Left) Bad Brad put together fourth and fifth place moto finishes for an overall second in Italy. The Monterosato circuit, with its lush rolling hillsides, was judged to be one of the best that the GP contestants have seen in quite a while. (Below, left) Pierre Karsmakers' new factory Honda carried "Pi-R" to second fastest qualifying time, and a win in the second moto. Unfortunately, as shown here, its refusal to run at the start of the first moto resulted in attracting lots of attention and one highly peeved Dutchman. (Below, right) Looking better, Pierre pursues Roger DeCoster after the bike finally shaped up.**



## line

Gerrit Wolsink bolted his Suzuki into the lead as the gate slammed down for the first race with Roger DeCoster, Graham Noyce, Ake Jonsson, and Arne Lindfors right after him. Lackey was down in twelfth.

Pierre Karsmakers never made it away from the start as his Honda loaded up and would not clear. Before the start he had tried turning off the gas, and it cleared a little but as soon as he turned the petcock on again it blubbered. Steve rushed it back to the pits and put in a colder plug. He also thought that maybe the ignition was off but he left it and the new plug proved to be the answer. With no chance of earning any GP points, he went out and made six laps to make sure the bike was spot on. The only problem was that he pulled in behind Roger and raced with him which was unnecessary and also dangerous had he crashed and taken Roger with him.

Roger closed the gap on Gerrit, and about ten minutes into the race he got ahead of him as Gerrit swept to the outside of a turn and Roger darted to the inside and got away.

Schmitz was in third with Graham, Brad and Ake right behind. Schmitz's Puch threatened to seize and he slowed down and let Noyce ahead of him. Noyce put on a sprint that had him all alone for most of the race as Brad tried to get past Schmitz.

Brad got by Schmitz but was slowed down in his effort to get by Noyce when a rock took out part of his lens and it started filling with dirt sprayed by Noyce. The dirt bounced up and down inside his goggles and blurred his vision. Brad closed up on Noyce but couldn't get by and finished the race only five tenths of a second behind the factory Maico pilot from England.

There were no support classes only the two GP races. The riders had only forty-five minutes rest before the final race of the day. Pierre was definitely the freshest and his bike the least worn. When the gate dropped Pierre got his Honda off the line quickest and led the race from start to finish.

The race for second place was a duel between two Belgians, Jaak van Velthovan and Roger DeCoster. Roger stayed on Jaak's rear wheel, and the two were racing flat out until Jaak was forced to retire on the next to last lap when the KTM's head gasket blew out. Noyce was also with the leaders when he retired with a broken head stay, blown base gasket and ruptured cases. Roger couldn't close the gap on Pierre and he said after the race that his Suzuki kept jumping out of third gear. Schmitz went out with engine overheating problems after ten laps.

Brad's second race effort netted him second overall for the day and his highest finish ever in GP competition. Starting out in eighth he worked his way up past Jonsson and then became locked in a three way battle with Bauer and Khoudiakov (CZ) as they rode linked together for most of the latter part of the race. On the next to last lap Brad nudged past the Russian and started closing in on Bauer as they exited the last right-hander for the uphill to the start finish. Brad got along side of Willi and, with both of them wide open, they crossed the finish line with Brad just half a wheel and eight tenths of a second behind.

Weil's second race third placing combined with his seventh in the first race netted him third overall for the day and kept him in second place for the World Championship behind Gerrit, with only five points separating them.

### Results

1st Moto: 1. DeCoster (Suz); 2. Wolsink (Suz); 3. Noyce (Mai); 4. Lackey (Hus); 5. Schmitz (Puc); 6. Jonsson (Mai); 7. Weil (Mai); 8. Bauer (KTM); 9. Piron (Bet); 10. Aberg (Bul).

2nd Moto: 1. Karsmakers (Hon); 2. DeCoster; 3. Weil; 4. Bauer; 5. Lackey; 6. Khoudiakov (CZ); 7. Jonsson; 8. Aberg; 9. Piron; 10. Angiolini.

Unofficial 500cc World Championship points standings: 1. Wolsink (62); 2. Weil (58); 3. DeCoster (48); 4. Karsmakers (32); 5. Jonsson (29); 6. Schmitz (26); 7. Bauer (25); 8. Noyce (24); 9. Aberg (21); 10; Lackey (15).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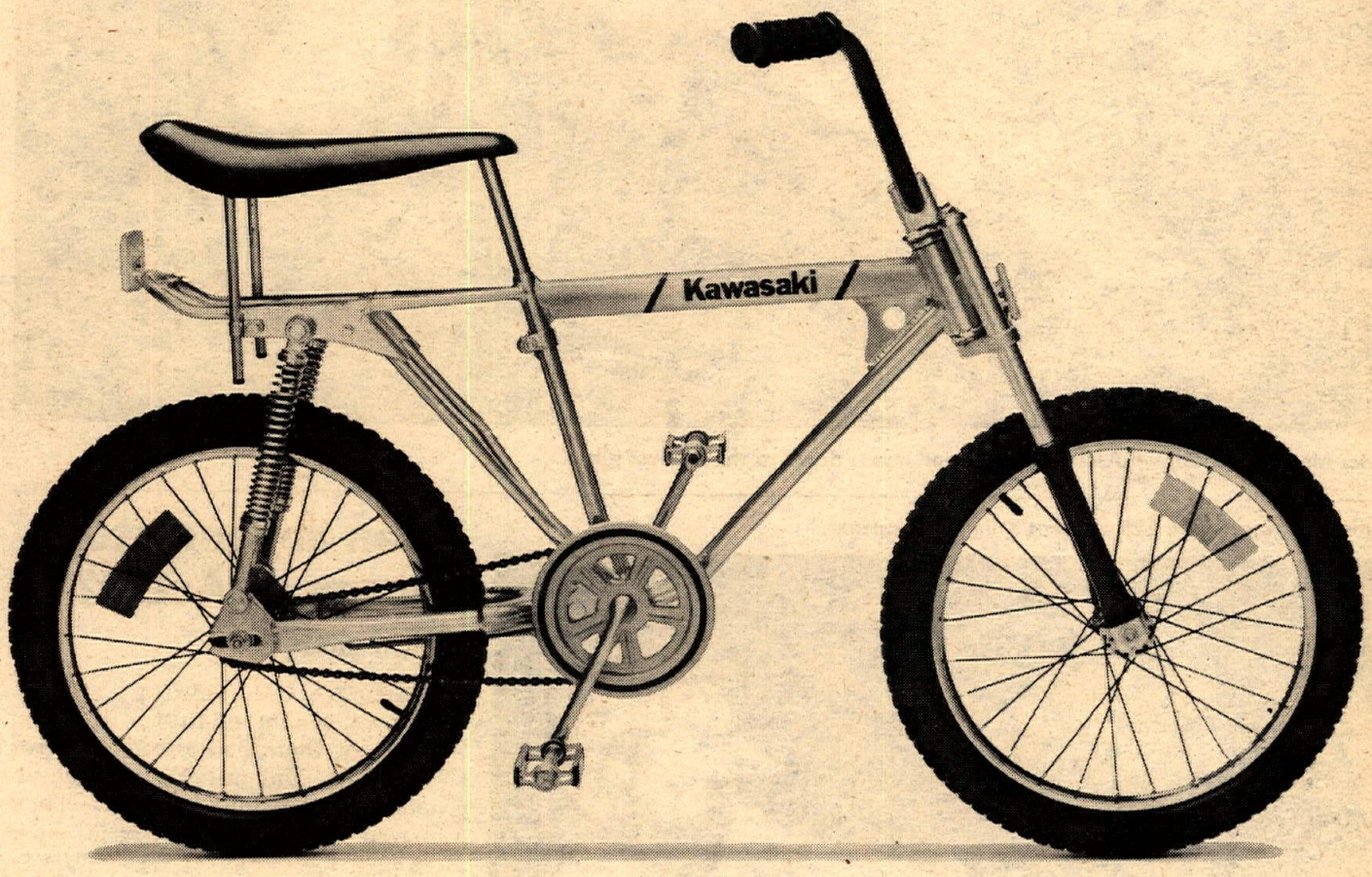


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DAN MAHONY

Vince Mead takes it down Ascot's straight and lays it down to the exhaust pipes.

Mark Tyer was second 125 at Ascot's night MX opener.

JOEL JAMIESON

## Can anyone stop Jorgy at Ascot?

**By Maureen Lee**

GARDENA, CAL., MAY 14

It was a slim night for Experts, most of them had already left for San Jose. But not Alex Jorgensen and that primo Norton. They stayed behind to once again prove beyond a doubt, they are masters of Ascot.

The Trophy Dash went to Alex Jorgensen while Davidson, Gibbs and Guthrie milled around behind.

Eddie Lawson and his Bultaco again walked away with the Novice main event. He led right off the bat, followed by McWhorter, Kerr and Summers. Summers got past Kerr but Randy Mamola was moving. Mamola finally outdragged Charlie down the back straight and then set up for McWhorter. With two laps to go Mamola was in second and flying, catching up rapidly to Lawson. If he had gotten a better start it might have been a different story.

Jorgensen tears off the line on the Norton looking as if he has 20 ponies over the other riders. The machine has more usable horsepower than any other machine on the track, regardless of what its peak horsepower is. Fantastic! Off he went, followed by Davidson, McWhorter, Mead and Gibbs. Mead gave Randy Gibbs a real challenge for third, the whole race, even taking it at one point but Randy got it back as they fought it out side by side. Up front it was still Jorgy, but in the last five laps the young Junior, Ted Davidson, was right up there pushing.

In the south turn, Davidson made an all out attempt but Jorgy just went a little faster and pulled away. Ted was riding an excellent race as Gibbs hung onto third. As the flag fell Steve Fortune, who had been having shifting miseries with his Yamaha, had managed to come up through the group to sit solidly in fifth.

Half-mile racing will continue at Ascot although no longer under A.M.A. sanction. Promoter J. C. Agajanian has obtained CMC sanctions which will enable the riders to have larger purses and increased medical insurance benefits. •

Results in Results Section.

## Jennings, Carlson, Derhammer hook Saddleback

**By Joel Jamieson**

SADDLEBACK PARK, CAL., MAY 16

Jon Derhammer, Jeff Jennings and Dave Carlson headed the payline today with Jon scoring top 500 Pro, Jeff hooking the 250's and FMF's newest screamer pilot, Dave Carlson, collecting Number one small bore. Suzuki's future moto-star, Jeff Jennings, had the 250 Pro class well under control with his RM mount. Nobody led Jeff for more than one lap at the start of each moto and when he blitzed by there was no catching him. Jon Derhammer maintained a couple of solid seconds for runner-up spot with his well mannered Montesa, which carried Jon to holeshot honors the opening round. Val Tamietti and Garry Faulks had some good dices and ended up third and fourth respectively with their Maico mounts.

Donny Emler was sure happy as his FMF riders took home a 1-2 sweep of the 125 Pros. Dave Carlson and Alan Smith totally outclassed the field with their red FMF Hondas. Carlson pulled both holeshots while Smith was consistant with a third position gate job both motos. The only rider able to keep the pace with these two was RM 125 mounted Jeff Jenning. Jeff took a good part of the first moto to get around Smith for a second behind Dave, but got hung up with traffic and chain problems the second go-around, dropping him to fifth overall for the day. •

## Ascot MX: The first two nights

**By Joel Jamieson**

GARDENA, CAL., MAY 6

A large enthusiastic crowd, lots of racers and a boss track opened Ascot's CMC MX season the way most promoters dream about. Announcer, Ace Young of the FM radio station, KMET, announced a total of 18 races and by the end of the evening was being dubbed "Race" Young! Dave Taylor is happy with his new DG sponsor, and for good reason. The DG Honda has carried him to three straight 125 Pro CMC wins since he got the ride. Tonight Dave acted like he had the track already wired. Three holeshots and two solid moto wins is why. The final moto, Taylor let teammate, Mark Tyer, by for the win and second overall, the second CMC race the pair have given DG 1-2 placings. Fellow DG'er, Broc Glover, was disqualified for backing off the gate but looked strong anyway, hacking away at Taylor moto two, finishing inches behind the Irwindale King. Former Penton ace, Chuck Bower, took his CR125 in for third with 2-4-6 rides while FMF mounted Cliff Lett came alive the last moto.

Mike Bell, Dave Carlson and Bill Rubly saw a lot of each other during

their three moto war for top 250 Pro. The first two motos were fast and close with little room for error. Whoever won this race would be a deserving winner and Carlson won it. Dave somehow managed to pull his Competition Cycles Maico away for a solid third moto victory, leaving Rubly and his FMF Maico to rage on with Bell's Husky for second. The score? Carlson 2-1-1, Bell 1-2-3, and Rubly third with 3-3-2.

**May 13**

Remember the two duck ponds? The promoters have removed the H2O and used the embankments as gigantic berms.It is an extremely fast track. Dave Taylor (Hon) has got to be the quickest 125 Pro in So Cal. Taylor grabbed all three moto holeshots and was never challenged. Mark Tyer (FMF) pursued continuously but was unsuccessful in his efforts. Dave Carlson (FMF) also charged hard for the lead, but Taylor was too much. Taylor won for the evening.

CMC Number six rider Mike Bell (Hus) proceeded to blow away the other 250 Pros. Val Tamietti (Mai) pushed Bell for the three motos from gate to the flag but could not overcome the former Number one racer.

In the Open Pro category, Mike Bell is riding an ultra-trick 440cc four stroke Honda Elsinore and pulled all three holeshots to win the 500 Pros. Luke Messer (Mai) tried to catch Bell, but the Honda was just thumpin' else.

Results in Results Section. ●

## CRC Gullywhomper Enduro

**By Larry Langley**

LUCERNE VALLEY, CAL., MAY 16

Summer came early as over 800 family enduro riders endured 100 plus degree heat to partake in CRC's annual Gullywhomper enduro. A good number of D-37 enduro hot shoes were on hand tuning up for the Greenhorn enduro. Knowing that the Greenhorn would include a night portion, Jerry McNeal, CRC's head honcho, laid out a Saturday night poker run so the Greenhorn riders could get the bugs out of their lighting systems. Jerry expected maybe 50 entries and was amazed when 175 signed up. The idea of a poker run is to follow a pre-determined course and draw a playing card at checks located along the course. At the end the best poker hand wins. CRC's number one enduro rider Sam Lyman proved he is not only a skilled enduro rider but lucky too. He drew to a full house and took home first prize which included a big bottle of the bubbly. The poker run drew many riders that obviously weren't going to ride the Greenhorn. They showed up on the starting line with flashlights taped onto their front fenders and worse. One group was particularly amusing as six riders moved as one following one lonesome light. They were bunched so tightly that if one fell, they would have all gone down.

Sunday's enduro was exactly as promised, fairly easy with no bottlenecks or hills. As per usual at Lucerne Valley there were rocks, but CRC kept everything within reason. It was dusty and hot but what else is new. CRC tried something new (for them) and let the two loop riders ride late without losing points so Dad could ride with the family without blowing himself out of the enduro. It's a good idea. A lot of riders commented favorably on it.

Two loop riders Jim O'Donnell and Chris Hampton both lost one second and tied for the overall win. One loopers, B. J. Olsen and Joyce Robinson, didn't lose any seconds to tie it up and Robert Cox finished third overall, first mini. ●

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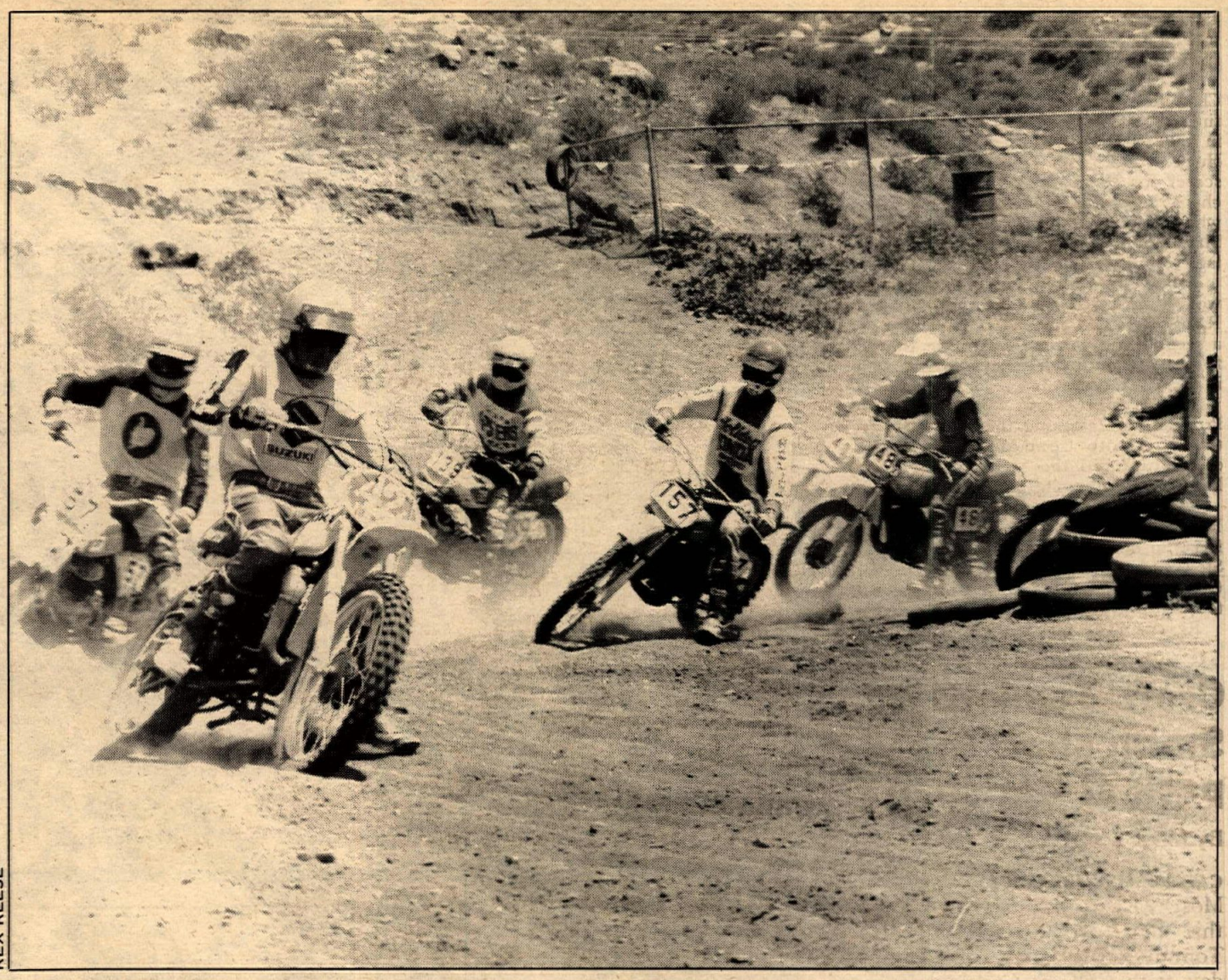

REX REESE

Confusion reigned at the Riders MC D-37 pt. run at Elsinore when scorekeepers, watching the races, forgot to score.

## District 37 MX standoff

**By Rex Reese**

ELSINORE, CAL., MAY 2

This District 37 MX, sponsored by the Riders MC, ended in confusion, terse words, and protests filed because of inexperienced (two 14-year-old girls) scorekeepers, which to many riders, the accumulation of points (or the lack thereof) are the difference between "life and death." Things weren't helped at all by the blazing heat or the heavy dust which was alleviated from time to time by cool gusts of wind. Nevertheless, in some classes it was prefectly clear who the winners were.

Dirt Bike moto-tester Jim Connolly rode a Maico 440 Magnum to shoot down his competition, but not without a gun fight as desert rider Tracy Walters (Kaw) gave Jim a real showdown.

In the Women's Division, Sue Fish (Yam) was the uncontested, unreachable, inarguable winner of both motos. She received only a token resistance from Johanna Stenerson (Suz) who was riding super radical until she hurt her knee and retired.

The 125 Amateur/Experts provided some of the hottest action both on and off the track. In the first moto, Larry Bolin (Yam) led the first couple of turns until he fell and got himself torpedoed by Tyrone Brown (Suz). This cleared the way for Butch Darling (Hon) who led it to the wire. The second moto was a replay of Darling's performance as he led again, but this time heavily pressured by Tyrone Brown and Rodney Brand (Hon) who lost his position to Brown after a heavy duty get off on a jump. Off the track, there was some confusion as to how the motos were scored, who placed where, and even who won. A few choice words came from the Brown camp, while Darling filed a protest since he had no doubts about his winning. ●

Mike Tripes on his way to a 250 Pro victory at South Bay.

JAMES BRAMMER

## South Bay High School MX

**By James Brammer**

CHULA VISTA, CAL., MAY 5

Jim Ribly (Suz) from Spring Valley continued his impressive win streak in the 500 Junior class at South Bay Park. In the first of two motos, he wrestled the winning lead from John Hillman (Suz), a Southwestern College student from Chula Vista. In the next go Ribly finished second to David Metje (Yam), from Imperial Beach, while Hillman moved up to a third. Their final tally for the two races placed Ribly first, Hillman second, and John Hartnett (Yam) from

Chula Vista third. After three of the four race series, Ribly has a 1-2-1 finishing record.

The big scorer for Helix in the HSMX Championship series, Don Brown (Hon), finished second to Tom Holland (Suz) in the second division of 125 Juniors. Hugh Good, who has been runner-up scorer for Helix, broke a primary drive chain in practice and didn't compete which may have permitted riders from Mt. Miguel High to close in their point lag.

John Tessitore (Hon) from Bonita won both six-lap 125 Pro motos, while Randy Hess and Steve Bartley each took a second and third. Hess broke the tie for second by finishing ahead of Bartley in the last moto.

Mike Tripes (Yam) topped the 250 Pro class after taking the lead early in the first moto from Mike Stearns. He easily captured the second with Mike McGowen following and Stearns third.

Marty Moates, on the unconventional Rokon, led the 500 Pros with a perfect finish in both motos. Second place Dan Steele (Suz) ran 2-3 and Chip Howell (Hus) placed third with a close second to Moates in the last moto. •

Results in Results Section.

## Croft, Tamietti & Smith shaft the pack at Carlsbad

**By Mike Yada**

CARLSBAD, CAL., MAY 9

Most weary national riders took this day off to rest but for Tommy Croft a day off means a day with CMC at Carlsbad Raceway. Croft plugged in for the 500 Pro win while Val Tamietti whipped up the 250 Pros. Flying Machine Factory flew to first and second in the 125 screamer class as Alan Smith and Tony Wanket provided the throttle hands.

Only a few Open riders appeared for practice which forced them to ride along with the 250 Pro class, providing a look at the big bore bikes vs. the equally potent 250s.

Croft was first out of the box, but Val Tamietti (Mai) grabbed the lead on the uphill. Croft and his red RC Honda quickly overtook the Track and Travel rider, leaving Tamietti and Jim Martin (CZ) to fill out the top three.

Tamietti's second moto lead was short lived as Croft's powerhouse roosted on the yellow German wonder. Martin continued his hold on third, while Clark Jones (Suz), Dave Gerig (Suz) and Dan Ellison (Bul) kept a fast, tight pace going for fourth and fifth. Croft literally flew away from the pack, leaving Tamietti a solitary second.

The 125 gang definitely provided the most excitement. Tony Wanket (Hon) timed the gate perfectly, pacing the first moto hard and fast. No one could keep up with the FMF flyers. Alan Smith (Hon) rode extremely hard, making up a mediocre start, finally catching and passing both Mickey Kessler (Kaw) and John Tessitore (Hon).

John Tessitore got off to an explosively fast start in the second moto, heading Smith, Kessler and both Wankets, Tony and Peter. The front runners paired up and left the rest of the pack to fight in the dust storm. Tessitore and Smith remained an outrageous split second apart for the remainder of the moto, despite Smith's many ingenious attempts at the lead, only to have Tessitore shut the door on him.

Smith finally made a successful move on the bumpy landscape of the uphill which Tessitore couldn't argue and whizzed by on the outside line. Tessitore made a couple of (nearly costly) mistakes afterwards and shaved down his pace a bit. Wanket couldn't get by Tessitore, ending up second for the day behind teammate Smith. •

Results in Results Section.


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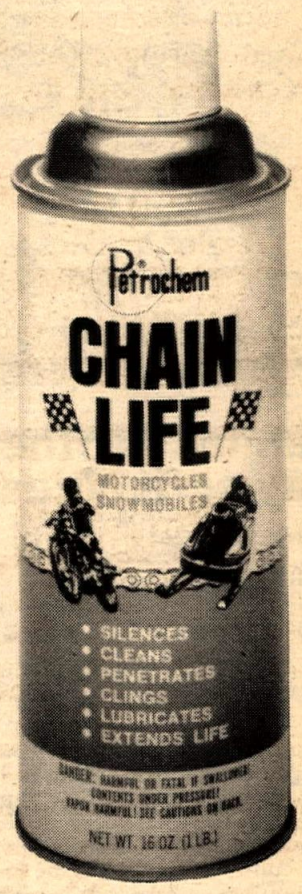


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DAN MAHONY

Steve Tinsley (76) holds off the charges of Wayne Melanson (22) and Jim Bearup (34) at Sandak Mother's Day Scrambles.

## Sandak Mother's Day scrambles

**By Maureen Lee**

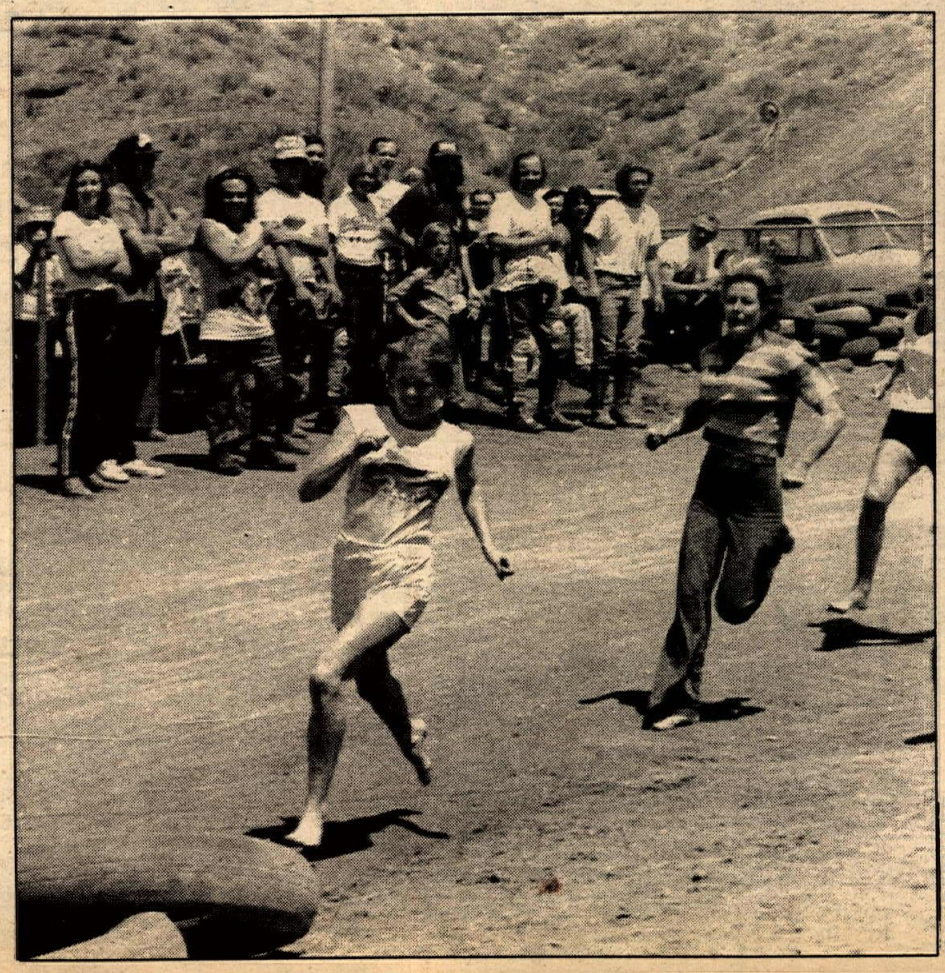
ELSINORE, CAL., MAY 9

Sandak let the moms in free and threw in a footrace to boot with a prize of $25. Some of the ladies had to be coaxed to the starting line but once they were there the fun began. Donna Reinhardt won it but she's not a mother, so she had to split the purse with Barbara Springman (Jeff's mother), who was second. There was no nerfing, elbowing, etc. in the first turn but two of the gals were attempting to carry on a conversation while running.

His mom did O.K., but Jeff Springman didn't fare so well in the 250 Expert. He managed to step off his bike at the critical time but his Bul flipped over the tires right by the entrance to the track. That class had troubles in general; the rubber band pulled one of its rare hangups, right across a racer's chest, and Steve Woskosi got off on the top of the hill, losing his helmet in the process. Mike Tidwell (Yam) won it, taking three straight, with Eddie Beeson (Yam) second. Once again Larry Bird had the spectators talking to themselves, he's still riding his little 200cc Triumph Cub and going pretty darn good.

The 250 Junior go went to Wayne Rainey (Yam) in a race that developed into a procession. Most of the motos weren't too exciting due to a small turnout, after all it was Mother's Day.

Some of those moms really know how to shake a leg! Sandak let them in free but they had to work it out to earn their keep at Elsinore.



MAUREEN LEE

At one point in the 350-500 Junior go, Wayne Melanson (Yam) and Steve Tinsley (Bul) were really leaning on each other, the competition was so keen. Wayne trophied with two firsts and a second, Steve was second with a third, first and a second, while Jim Bearup and his Honda were always right in the middle mixing it up with the other two, ending third.

The minis mixed it up pretty good, Eugene Brown (Yam) won with a first and two seconds but was done in on two of the motos by Pete Hames (Yam) who put himself back together again after getting off in the first round.

The next point run will be June 20 and the newly resurrected Lightweights M.C. will be the hosts. The Lightweights used to be the number one club in District 37 and want to try it again. Their alumni reads like a who's who of racing so come on out and support them. On Father's Day the track will host an Old Timers' Day which is going to put some fun back in your life, the day ending with a weenie roast. If you're not an old timer, but your bike is, you won't have to run against the 500TT Yammies unless you have to. It's sure to be a lot of fun and that's what it's all about. •

## Old Timers at Osteens

**By Dal Calais**

POMONA, CAL., MAY 9

The good ol' group with the croup was out to try the newest challenging layout at Osteens Park. Everybody thought the sweeper was a flat roller coaster but nobody could stay on the rail. Dick Doye started out with the Amateurs and eventually moved on to the Experts for the rest of the day; with a sigh of relief from the Amateur gang! Dick celebrated later with all the refreshments that Warren Fonteneau brought with him. Warren said he loaded the drinks first, then there was no room for the bike, maybe next week. Richard Dashley hauled his Bultaco all the way from Las Vegas, must have practiced on the way, and skipped back to chip city with a third Novice in his pocket. Now don't forget, the big Veterans Nationals are coming up later on this year. Start making mental notes to get in on this one as us'uns and the Over the Hill Gang will have to show all the old squids where it's at.

Andy Anderson says, "My kingdom for a kick-starter shaft." Norm Brown's reply – "Oh, Fudge." •

## Gunder wins 3-wheeler at Canyon

**By Larry Owen**

PHOENIX, AZ., MAY 2

Mini Beginner Bob Gunder, sporting a happy smile as his ticket was drawn, took home a Honda ATC-70 in the "You Don't Have to Win to Win Series" held at Canyon Raceway. Other prizes included a Bell Moto Star Helmet, a case of Bel-Ray oil and lots of free gate and rider passes.

As the 125 Expert class banged off the gate, Chappy Blose (Hon) pulled the holeshot only to be passed by Dave Crawford (Hon) halfway through the first lap. Gary Dircks (Yam) held down third in his very first Expert race and Jerry Bagby (Hon) was in fourth despite brake problems. The moto ended with Crawford pulling away for a big lead, but there was still more to come.

What a thriller it was with Tom Gussie (Hon) grabbing the second moto holeshot, despite being hit by Crawford. Crawford fell down on the first lap,

Canyon Raceway wrapped up their "You Don't Have to Win to Win Series" but these guys just kept on goin'.

PHOTOS BY LARRY OWEN

which put him in last place, right behind Blose who had crashed off the start. The two moved through the pack side by side until Dave held it wide open around the outside of a sweeper and passed Blose. Crawford took over the lead from Dan Chevrette on his new Suzuki and Blose eventually finished second.

David Anderegg (Suz) led off the first 250 Expert moto, Andy Frola (Bul) was in second with Kenny Gay (Bul) holding a surprising third. Dave Crawford (Suz) eventually moved into third after an unusually bad start, leaving Gay to fight it out with Duane Davenport (Yam) for fourth.

A lot of people were taken by surprise in the second moto as Duane Davenport led it from start to finish. Anderegg moved into second which was good enough for first overall with Frola taking home second place cash and Duane Davenport third. ●

Results in Results Section.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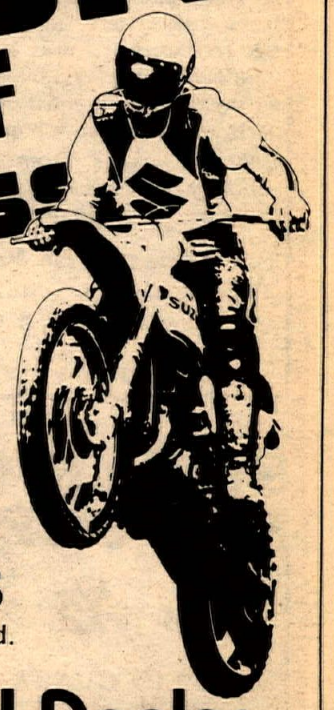

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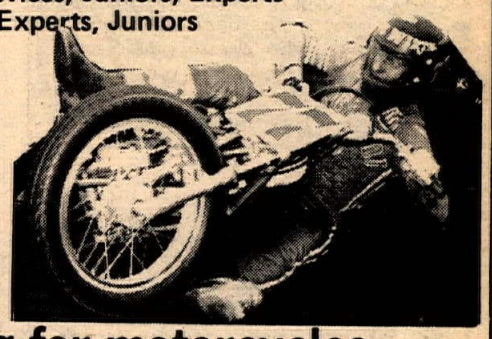

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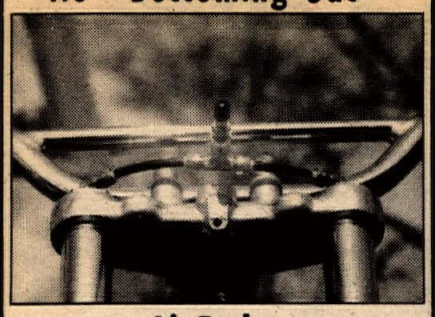

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# Western hotline

DAN MAHONY

Don't know who these guys are but this is how they spend their Saturday nights. Gassin' at Elsinore.

## OTHG dive bomb the Dunes

**By Lucious LeRoy**

VALENCIA, CAL., MAY 2

The management and race committee members put together a very safe and fun Mini Shadow Glen course, but the mud hole took its toll at times as many riders were found with their back wheels buried beyond the axles. Plenty of racing was enjoyed by all, and even the women and kids ran a full three moto program. It's a little difficult to go home and complain about how tired you are when your wife rides as long and hard as you do.

The hotly contested Expert class was won, but not too easily, by the north's Maniac Mike. Tim got a little tacky in the first moto and had to settle for a second while Corroded Carlos, probably the most improved rider in the club, came up with a third.

Intermediates were smoked by northerner Daisy Dave as Chunky Chuck, after starting all the races with the help of Weinie Wayne, worked into second. Petrified Pete gave him one heck of a battle but had to take the third backseat.

Tipsy Tom put the Dung on Dennis for a first and second in the Novice class with Redneck Rex settling in for third. Now the Gorgeous one, George from the north, barely squeezed a Beginner win away from Toilet Tom from the south.

Mini Mike's wife told him to sit down and score and she would take care of the racing, she did, with a win. Honky Herb will have to come home from work early enough to do the dishes and washing, as Lady Honky came up with a second. She says she never raced before but we've already heard that story.

Kids under 12 were led by Doug Ford, followed by Richard and Mike Romero. Kids 12 and over were led by Jack Carpenter, Recycled Ralph's boy.

## Elsinore TT

**By Andi Gangewer**

ELSINORE, CAL., MAY 1

Since the Dirt Diggers were at Elsinore practicing for the Dinosaur race the following morning, a special race was held for them. Bruce Johnson, aboard a 400 Yamaha, held the lead for two laps but Tony Epperson, on a 500 Yamaha, came from third to take the win. Bruce finished second and Mitch Shook, also aboard a 500 Yamaha, was third.

Rick Blankenship had his work cut out for him in the 125 Beginner class as the 14-year-old won a hard fought battle against David Cote. Besides the trophy he picked up a new Novice rating.

The Mini Beginners and Novices ran together with one trophy awarded. Jeff Eary is becoming a not too novice Novice and proved it by taking the checkers every moto. Little Russell Brown, the youngest rider at six-years-old, held the lead for two laps, but Eary made short work of it. Brian Pierce seesawed back and forth from second to third and as the race finished he slipped into second with Brown third.

A full class of 250 Amateurs put together some very interesting races. Ten Amateurs showed up and two riders were awarded trophies. Riders were bunched together like bananas as Mitch Zehner blasted out front to take the win. Gary Smith came from way back in the pack to take the second trophy. ●

## Taylor & Vidic win streaks scratched

**By Tom Blattler**

IRWINDALE, CAL., MAY 7

Two winning streaks were broken in the weekly CMC night motocross program as David Taylor and Jeff Vidic found bike trouble, crashes, and tough competition holding them back from another victory in the 125 and 250 Pro classes. Taylor saw his best friend, teammate and arch rival Gary Denton take home the top 125 Pro money, while Vidic had to settle for third overall behind Dave Carlson and Val Tamietti in the 250s.

Taylor and Denton battled into the first corner for the lead only this time David came up empty-handed when he slid out. Denton went on to claim the first five-lap moto over Honda-mounted Cliff Lett and Dave Péssy.

Moto two found Taylor attempting to make up ground after his tenth place finish in the first race but David couldn't catch up to the high-flying Denton. Third went again to Pessy with John Atwood (Yam) taking his second consecutive fourth position.

In the final moto, Denton scored a clean sweep and Taylor's four-week win streak was history. Taylor had dropped out with bike trouble and second overall went to Pessy followed by Atwood.

Vidic's winning streak was shot down as Davey Carlson returned to Irwindale for the first time in over a month to capture the first two motos and coast to a third in the final. CMC point leader Val Tamietti rode his Track 'n Travel Maico to a first, second and third place finish in each moto and just barely beat out Vidic for second overall. Jeff, who placed second twice and third once, had to settle for third.

Bill Rubly easily captured the 500 Pro overall class honors with Chuck Lunde second and Gene Martin third. Rubly captured two motos and Lunde took the final five-lapper. •

Results in Results Section.

## Middle-aged minis match up at Corona

**By Elaine Jones**

CORONA, CAL., MAY 5

The Over 21 minicycle race turned out to be a huge success as seven Dads and crazies mounted the little back breakers and performed on the TT. Lou Gimemez, of Lou's Honda, riding a super fast Honda ran off with all the marbles. Ken Conover, owner of C.H. Motorcycles, was second on a stock Kawasaki KM-100 and Paul Smith, on another Lou's Honda, was in for third. By popular demand the Over 21 Mini Race will become a monthly event.

Mike Laney made a profitable trip from Palmdale to top Brian Tolson and Harold Bucksmith on the Open Expert TT and backed it up with a win in the Money TT.

In the half-mile Open Expert it was Vern Maxwell from start to finish. Steve Miller worked his way through traffic to nip Rich Plueger out of second.

For the money it was Wayne Rainey all the way on a 250 Yamaha single that went so fast you had to see it to believe it. Wayne also added the 250 Expert half-mile to his credit and it was Mike Tidwell who looked for the mistake that never came. Mike Allen was third but was consoled by a victory over Mike in the 250 Expert TT.

Mike Tidwell is still king of the 125 Amateur/Expert class as he proved by winning the TT over Robert Pfetzing and then turned the tables on Danny Perkins on the half-mile.

Freddy Conover hit for two in his first real go as an Open Amateur and it was wire to wire for him in both. •

## Old Timers Maypole MX

VALENCIA, CAL., MAY 2

Forty-nine of Geritol's finest showed up for a go on the new revised Shadow Glen course at Indian Dunes. In the Masters class it was Movin' Marvin Olson all the way for grand slam top honors followed by Joltin' Jim Warden, who wouldn't give up even though his Maico did and finished the third moto on a borrowed monoshocker.

Hutch Hutchinson showed the other 12 Experts where to go by scrambling 1-5-4 to the overall win. Doug Archibald has really warmed up his new Maico, complete with electric starter, and came across for second.

Warren Fonteneau and his Bultaco stayed on top for the Amateur win with Dick Doyle and Dick Varvel right there for second and third. Professor John Webb got the holeshot but the first turn got him back — no fair grading your own course, John. Jerry Scott got a trophy for spending the most time on the ground. Seems as though Jerry is our newly appointed track inspector, but that's supposed to be *before* the race, Jerry.

Randy Lyall and his honkin' Husky taught lessons to the Novice group on how to win. Howard Zimmerman really put his Montesa through its paces today for three solid rides for second with Ed McBride, another brand new member, taking third. Watch out Novices, another hotshoe is in our midst.

Don't forget gang, Mammoth Mountain biggie on June 19-20. •

Results in Results Section.


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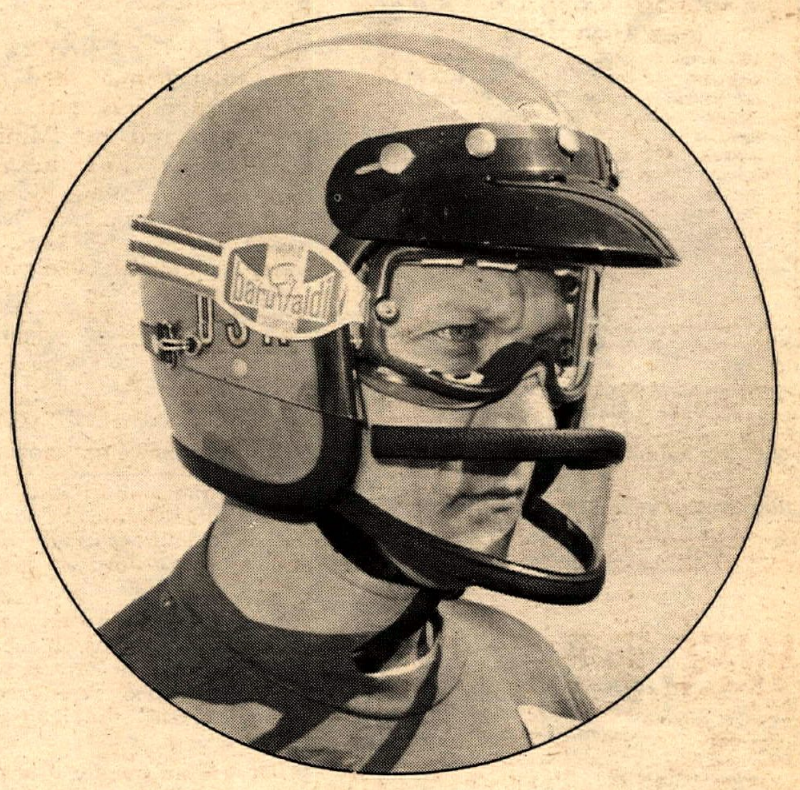




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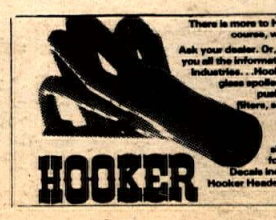

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# Desert hotline

PHOTOS BY DALE BROWN

**And Bob will happily continue polishing up the $500 Silver Cup for yet another year. One more time and it's his for keeps.**

**It's that time of year again out at Cal City.**

## Balentine wins second Silver Cup

**By Dale Brown**

CALIFORNIA CITY, CAL., MAY 15-16 Bob Balentine (400 KTM) came from behind to win DRA's prestigious Silver Cup, becoming the first rider to ever win it twice. He doubled the win by coming back Sunday to win the Amateur/Expert event of the Rare Desert Scrambles.

In the Silver Cup, Balentine was third to the bomb, behind Morgan Malocco (400 Yam) and Jamie Avels (400 Yam). A few miles out, Balentine moved out to pass Avels and instead hit something very hard. The force of the impact lifted one foot over the seat; when it came down, he was no longer riding the motorcycle. Bob lost several places but was not hurt.

Malocco had a healthy lead as the action moved on to the second loop, an eight-mile circuit run four times. Balentine was catching Morgan at the rate of a half-minute per loop and serious clock-watchers figured that Bob would catch him late on the last loop.

Tom Schell was holding the first 250 spot in third, while behind him, Allen Meek (175 KTM) and Phil Stumbo (250 CZ) were moving up after poor starts.

Jamie Avels had been in second, but a tire went flat and he had to return to the pits and put on another wheel himself. Well behind, he sailed out to catch who he could.

On the last loop, Balentine had almost caught Malocco. About two miles from the finish, he was breathing down his neck when Morgan suddenly pulled off the course, claiming a broken chain. With Malocco sidelined, Balentine had his second Silver Cup. If he wins it again, he will retire the $500 trophy. Schell was in next for first 250. Meek grabbed third after being way back in the early going. He got first 175. Stumbo held on for fourth, just ahead of Brad Henson (125 Yam) and Jeff Cauby (250 Yam). Novice Doug Hurt (400 Yam) finished seventh, followed by Prosperous Shepard (400 Yam) and Gordon Schmid (400 Yam), who garnered first Senior. Lee Wilson III (175 Hus) rounded out the top ten.

The second loop drew use in the afternoon when the Safety Communications Aid Team (SCAT) held a Poker Run. Mike Matkowski drew four sixes to win $93.

The Rare Desert Scrambles started off with the 0-200 Beginners and Kent Pfeiffer (125 Yam) went from second at the start to lead the rest of the way. Mark Gervais (125 Yam) finished second. Lori Farmer (C-A) had a strong ride, finishing tenth and winning the Powder Puff class in her first DRA ride. Kelly Kline (Yam), the 11-year-old *wunderkind*, was a few places behind Lori and swooped the Mini class.

In the potpourri of 0-200 Novices, Senior and Powder Puff Novices, it was a race-long duel between Senior Keith Soesbe (400 Yam) and 16-year-old Bernard Unhassobiscay (125 Hon). Soesbe led until the final loop, with Bernard catching him in the corners and then getting pulled on the straights. Blaine Midkiff (125 Yam) was third, followed by Todd Whitney (125 Yam) who had to be push-started off the line. Michele Griffin (175 Hus) got going on the last couple of loops to pass Jolene Payne (175 Yam) and take first Powder Puff.

Steve Clugston (400 Yam) was leading the 250/Open Novices to the bomb when a little kid on a mini rode right in front of him and he crashed to avoid hitting him. Ed Smith (400 Yam) then led for awhile, but Ron Richey (250 Hus) went sailing by, led the rest of the race and won with a big lead. Clugston recovered from his crash to finish seventh, but didn't have anything nice to say about parents that don't keep an eye on their kids.

Balentine dominated the Amateur/Expert race from the start, eventually working up a two-minute lead. Malocco ran second for awhile, but dropped out after Tom Kelly (250 KTM) passed him. Kelly held on to second, while Bill Tarling (250 Hus) moved up from 19th at the end of the first loop to finish third, garnering first Amateur.

It was the first really hot weekend of the year, with the heat forcing many riders to quit or make extra stops for water. A water truck was present all weekend and it had a large following wherever it went. Adding to the heat problems were some gnarly sections on the tight course. One really bad canyon, filled with whoops, had the following sign posted: "Message from the President. You made 'em. You ride 'em." •

Results in Results Section.

# Opinion

## POINT COUNTER POINT

## *Road racers: In or out of the AMA?*

Last year when I renewed my club road race licenses I was told that I must also purchase an AMA "Competition" License. These clubs had the "added advantages of an AMA sanction." The only thing that I can see in those "advantages" is that I was subsidizing a bunch of street riders who seem only to put up with racing because it provides a portion of their financing.

It appears that 99½% of the money from my competition license went into politics, salaries, and street rider public relations. For my main interest in motorcycles, road racing, we received an ill-conceived (token) amateur series and the lack of support shown by only four nationals this year. I think that the revenue from the competition licenses should be used, for the most part, to further motorcycle competition and that the regular license monies should be spent for the guy with the dresser and the AMA patches.

This year, the clubs that I belong to have dropped the AMA due to a total lack of support and now that it's time for my renewal I want you to know that I am doing the same.

**Eric Norquist**

I'm going to pick on you, Eric, for no other reason than it's your letter on my desk instead of somebody else's. You've struck a common theme we hear often from road racers. What a bunch of petty-jealous dudes you all are!

You're so worried that your $10 is going to subsidize a bunch of road riders. Who do you think subsidizes *you*, come race day? Do you believe that the things you want, like purses, more tracks, better organization and the like are going to come from your license and entry fees alone? If you want the things that money buys, you try to build spectator attendance for your races, don't you? And who mostly comes to watch your races? Road riders. So who is subsidizing whom?

Even if 99½ percent of your money were spent on "politics, salaries, and street rider PR" (which it's not), you'd be getting a bargain. Maybe you don't yet understand the rapacious nature of bureaucracy, but take it from me; racing as we know it would become a bootleg, outlaw operation within five years if no one resisted the rule-makers on your behalf. Given the number of state and federal agencies that have the power to shut us off to a whimper, the AMA could use 50 people in its legislative department, instead of four.

Finally, if you "burn your AMA card," what effect is that going to have on the AMA? Or on the status of road racing nationally? If road racers desert the AMA *en masse* that simply gives the AMA an excuse to continue their benign neglect, saying, "We don't have any road racing members. Why should we do anything for road racing?" A cop-out works both ways, doesn't it?

Maybe it's a good thing AFM, W/ERA and the others have dropped the AMA membership requirement. Instead of joining because you have to, perhaps you folks will take time to consider which side your bread is really buttered on, and then join because you want to. Who knows? You might be building a healthier AMA and a healthier sport. It's a fact, you got no right to bitch if you haven't paid your dues.

**Lane Campbell**

## New directions in Western road racing: Bracket what y'brung

For years motorcycle road racing has languished while they try to devise better formulas that would open up the sport to new participants, and prevent the one-brand domination syndrome from occurring. Now two road race innovators in California think they've come up with an answer. Offer a new category of road racing where all the formulas are thrown out and only one thing matters — the clock. They call it Bracket Road Racing because it takes a page out of drag racing's rulebook and adapts it.

Drag promoters discovered a long time ago that if they hoped to "keep the racing off the streets," as they said they were doing, then they had to invent the organized equivalent of stoplight street drags. Even if a poor student was racing a three-cylinder VW, there had to be a class where he could run against kids driving Mom's DeSoto, or whatever. So they invented Drag Racing Brackets. The rules are simple: The driver runs as quickly as possible through the quarter-mile and his best time is recorded. Say for example that the driver-car combination goes extremely slow and turns 20 seconds flat. This would put him in the slowest bracket, with cars and drivers equally slow. This is called "dialing one's bracket." Final elimination races are run off against just the cars within one's own bracket — fast guys and cars against equally fast combinations, and so on down to the three-cylinder Volkswagens, etc. This results in Bracket Winners and runners-up. If anybody "sandbags," that is, runs quicker in eliminations than the bracket he qualified in (dialed), he disqualifies.

*Editor's note: W/ERA will try out the bracket concept at a Memorial Day Weekend race at Texas World by introducing a "Texas Style" Run-what-ya-brung class into their regular weekend race schedule. CMC's Pat Manning has also expressed interest, and may adapt the bracket idea in one of his races after seeing how the W/ERA experiment works out.*

Naturally the regular displacement category and Novice-Junior-Expert type road races will continue to run as usual. Bracket Road Racing is seen as an addition to the regular program, not a replacement. What Bracket Road Racing hopes to do is open the large end of the funnel to would-be racers who lack either the equipment or the dedication that it takes to be competitive in the regular displacement classes.

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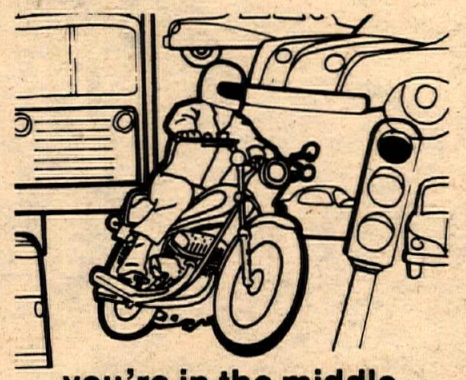

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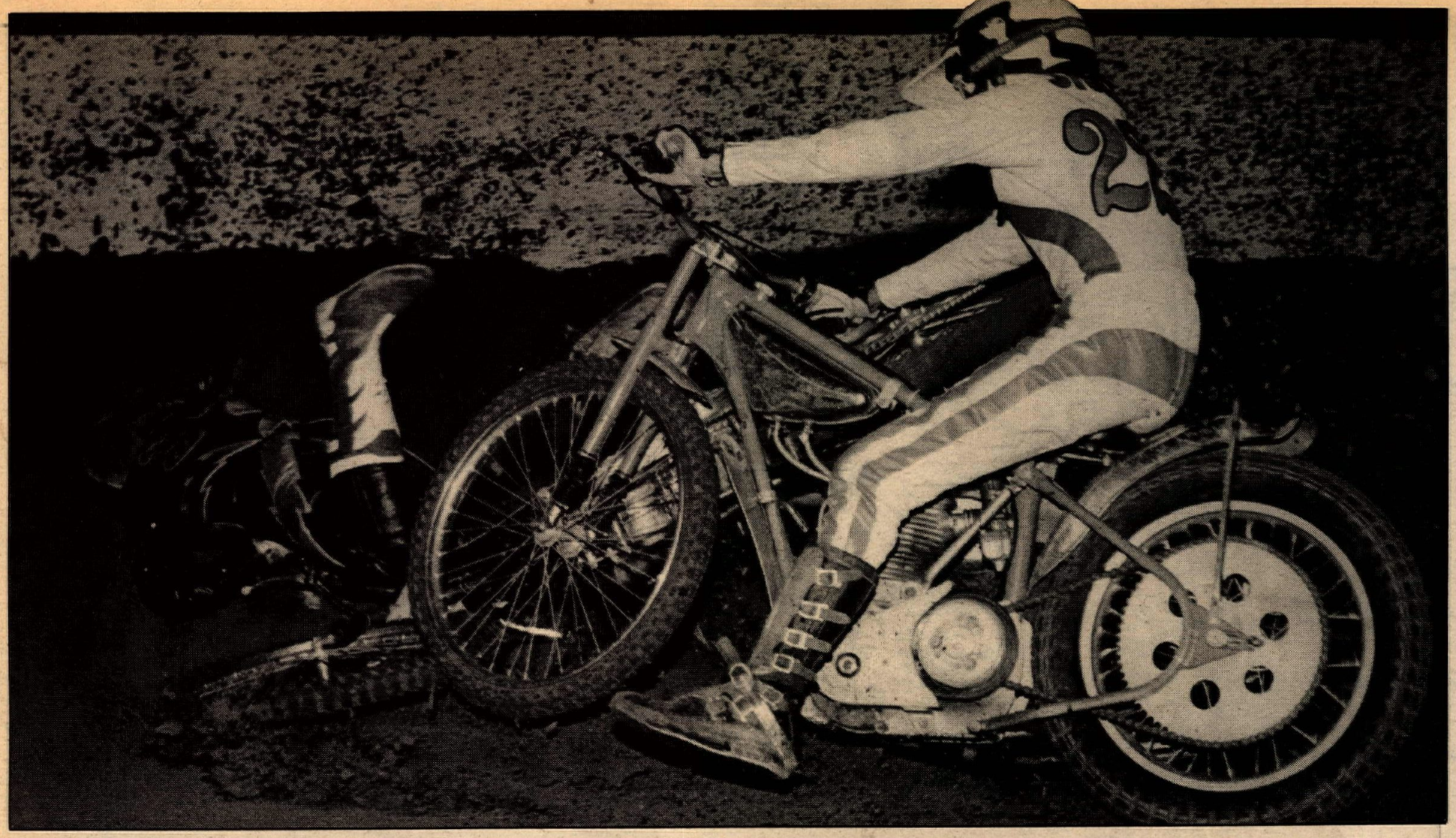
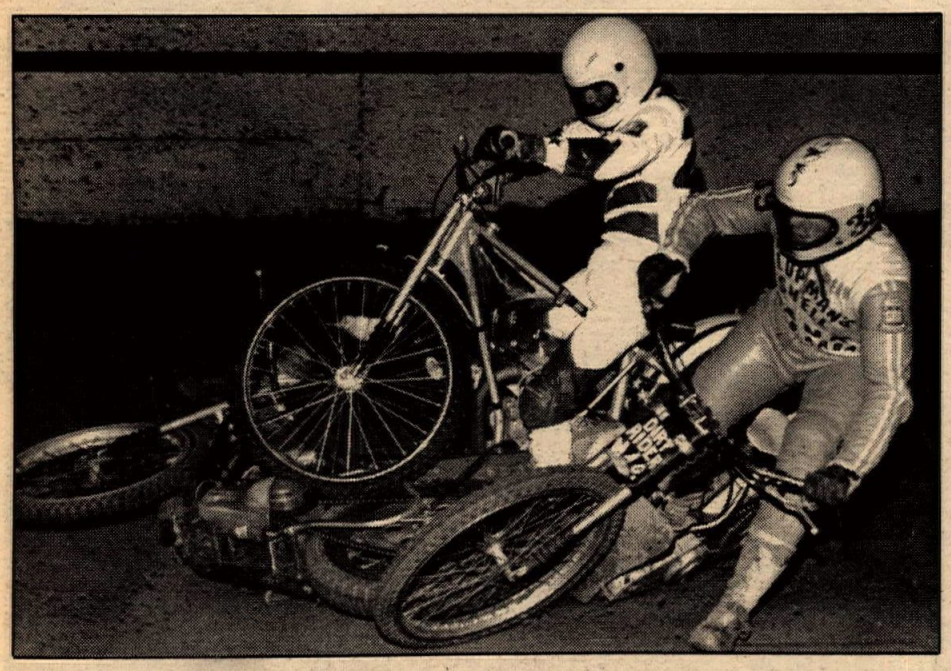


Dennis Sigalos (taking the dive) and Dean York (sideways with no place to go) were both hurt in crashes this week. Cases of trying too hard?



Rider's eye view — you're committed, ducking flying dirt, and somebody goes down. Handicappers Spisak and Sidner pitch it sideways to slow down and gain.

# SPEEDWAY WEEK

By Dennis Greene and Rex Reese

### Ventura, California
### May 11, 1976

The League-leading San Bernardino Sizzlers cooked up some Shark steaks, as Team Captain Larry Shaw, along with Jim Fishback, were high point riders.

The Sizzlers won the first match, but did not get back in to the win column until the ninth event. The Sharks took over the lead when Scott Sivadge won event five. In event nine, with the score again tied, Bill Meister and Jim Fishback of the Sizzlers had the first clean sweep of the night, for five points.

Again in event ten, the Sizzlers had a clean sweep, but the ref disqualified the winner for what appeared to be rough riding. This thoroughly confused everyone, including the two riders in question. Two races later there was an official change back to the original finish when neither rider felt he had been fouled by the other. Score after ten events, 34 to 26 in favor of the Sizzlers.

The Sharks made a late challenge in event twelve, taking four points, moving them to within striking distance. The 13th and final event, where only the two top point men from each team meet, was won by Scott Sivadge for the Sharks for three points, but Shaw and Fishback took second and third for a total of three points, giving the overall victory to the Sizzlers, 42-36.

It may have been his first win in Speedway, but the winner of the Second Division Main is very familiar with the winners circle. Steve Fortune, a star of the AMA Class C Junior riders, entered his first Speedway competition Tuesday night and walked off with the gold. He also won his heat race.

Sonny Nutter, so badly bruised a week ago when he ran into the crash wall, came back to help his team this week, although he was still in much pain. He rode the team events, but pulled himself out of the second half of the program, the Handicap portion.

### San Bernardino, California
### May 12, 1976

If last week's weather was enough to give you TB, tonight was enough to clear it all up as the usual gang of crazies gathered to watch the Sizzlers smash the Sprockets. Early on in the game, Mike Bast broke the starting tape and was eliminated which quickly brought on a heavy round of arguing. But just like baseball, you can't argue with the umpire, and Bast was out just the same. Gene Woods was sent in to replace Bast, which was the first of many shuffles the Sprockets had to do in their fight against Berdoo.

Further disasters for Irwindale had Steve Columbo taken out by a crash with Dean Foreman and Larry Shaw, and then Norm Denny broke the tape again, which eliminated him from a crucial team heat. Then the unprecedented happened in the ninth heat as Mark Cherry edged out Mike Bast before a screaming partisan home crowd.

The Sizzlers were still ahead of the Sprockets after the team final, though Bast and Bruce Penhall easily trounced Jim Fishback and Mark Cherry. The final score, 42-36.

The Handicap heats had one of the more spectacular crashes of the season as Wayne Lewis plowed into Shawn McConnell in front of the press box, creating a mess that made it hard to tell the bikes from the riders. While Shawn was relatively unhurt, Wayne Lewis was taken away with a possibly broken wrist which is another blow against Irwindale.

The Handicap Main was the topper for this balmy night, and it was given some dimension and color as the PA system (which had been out for half the program) returned to the air. Jim Gresham took it over Bruce Penhall.

### Irwindale, California
### May 13, 1976

The previous night's bad luck had put the Sprockets at the top of the league with the most injuries; Wayne Lewis was out with a definitely broken wrist. But the Sprockets put in Rich MacMurray to fill in for Lewis as it looked like the Orange County Eagles might put the

The Roman Circus' resident Christian, Alan.

bite on them, led in points by Billy Gray, who seemed to have found some good Karma on the track. Gray's performance was epitomized in the fourth team race as he slid into third behind MacMurray, then got it on to ace out Bruce Penhall for the win. A helluva race!

The team final took on classic proportions with the presence of current Champ Mike Bast and former champ Rick Woods. Gene Woods took a back seat to these two demigods, and Gray broke his Karma by crashing into the second turn. The sight of the two battling champs brought everybody to their feet. It was Bast's race as he won it for the Sprockets (L.A. 44 to O.C.'s 34), but it was close.

The Handicap portion was another cliff-hanger as Bruce Penhall and Mark Cherf were at each other all night long. In the first handicap heat, it was Bruce closely followed by Mark. In the Semi, Cherf won it and Penhall got third. The Main was an open battlefield as Bruce and Mark stopped the show, trying to shut each other off in the turns. Just as it looked like Penhall would have it, Cherf would take it away. Finally, Mark beat Bruce Penhall by the proverbial hair.

### Costa Mesa, California
### May 14, 1976

The Eagles may be added to the endangered species list. They got shot down two nights in a row. Team riding paid off well for the Bakersfield Bandits, producing the three high-point men for the night, Team Captain Jeff Sexton with a perfect score of 15 points. Dubb Ferrell added 14 and Steve Nutter 10. The Bandits' newest team member, Jim Gresham, got his first taste of Scratch riding this season, managing to pick up two points.

The first three events were point ties, three each. Event four, the Bandits took over by two. Throughout the remaining events, they kept adding just one more point than the Eagles. In the final event they swept the card, picking up five big points for the overall victory.

Dubb Ferrell rode his American built Fairchild to the winners' circle in the Handicap Main Event. There have been only two motorcycles in the past to choose from, the Jawa Eso or the very old J.A.P. At the end of last season the new Weslake motor was unveiled in the U.S.A., now builder Jerry Fairchild has his thing going.

Rob Morrison has made the move from Class C to Speedway and predicts there will be a lot more. Rob led the way in the Division Two Main.

### Bakersfield, California
### May 15, 1976

After a two-week layoff at the Kern County Fairgrounds because of a horse show, the Bandits of the National Speedway League re-opened at home on a winning streak.

Team Captain Jeff Sexton again led the way to victory along with Dubb Ferrell, both turning in eleven points. Scott Sivadge for the Sharks was their high point man with ten, Steve Nutter and Brian Short of the Bandits each added nine.

Out of the 13 events, there was only one tie, in the first event. Only once did the Sharks go into the lead, in event two. All the rest went to the Bandits; they had four clean sweeps.

Midway through the team half of the show, the Bandits new rider, Jim Gresham, ran into Dean York, reserve rider for the Sharks. It was a hard crash which left York hurt. Gresham and York, both from the Ventura area, are good friends. The crash came about because of a lack of experience and an overwhelming need to prove onesself.

This has been the case for the most part as the list of broken riders grows larger. Bill Monteleone broken shoulder, Porky McCabe same, Mike Konle, wrist, Denny Scopellite same, Wayne Lewis, wrist. It is apparent that the SRA referees who have been policing the rough riding will have to get even tougher if we are going to have any riders left at the end of the season. (Speedway is not a contact sport.)

Rod Sexton, younger brother of Bandit Captain Jeff Sexton, after working his way up through the different divisions, earned his way into the Handicap Main Event for Division One riders and went the distance in front. •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# Political lifeline

## A community cycle park- the grunts make it happen

By Action Oz

LAKEWOOD, COLO.,
Lakewood, Colorado, being a large suburb outside of Denver, has a few dirt riders among its normal citizenry. The first part of this tale is going to sound familiar – no place to legally ride, the noise, pollution, citizen complaints, riding across lawns, tearing up what few shrubs an arrid area has, etc. What to do!

Hold on, wait a minute – all dealers that is with the exception of Lee Reichardt, dealer par excellance,

We find our intrepid Mr. Reichardt early in 1972 when the problem first came up. Dirt-biking is at its peak, money isn't tight, things look good. Now for a place to ride once the machine is purchased. There is land around and within city limits.

One developer even offered the use of property he owned for a riding area. The word got around that those mo-sickle folks were going to have a large area to commit all sorts of bad things and you know. It got taken to the city council and a very large body of taxpayers turned out to beat this proposal down.

End of good idea? Naturally not. People just had to be properly informed is all. Through the Lakewood City Council, which was tough to crack at first, Lee was able to enlist support from several members. Once this was done, another area of dissent entered the scene: the Environmental Protection Agency. Their problem was noise and too many people for a given area.

By this time Mayor Richey was beginning to see the plus side. If they could build tennis courts and swimming pools, why not an area for the two wheel people? The mayor got tight with EPA on the subject and with further help from Reichardt, the EPA began to come around. (One of the things that would have helped at this time would have been more support from the other cycle dealers. None came and Lee fought on alone.)

By this time a club had loosely formed, comprised of people who had energy and the desire to have a place to ride. The publicity was growing; word of mouth was in the most part favorable. Attitudes were beginning to change and the city councilmen were sensing this. The local weekly picked up on it and even a blurb got into the Denver Post. An in-depth report was asked for by the city council. The labor fell to Lee again; becoming repititious isn't it?

Meanwhile, Don Schoenfeld of the EPA was committed to the project. He did what he could to help Reichardt prepare the study. Sharon Carr, of the City Countil, also contributed.

The next problem was money. All of a sudden it was discovered, by someone in the system, that there was no money to handle such a project. The land, all eighty acres of it, was available, but it needed fencing, lights, picnic tables, easy access roads and gravel and list kept growing. By this time there were about a hundred kids who were up for it and would gladly help by providing grunt labor to do the job.

Things began to happen. The city decided it could handle all the major work such as fences, graders, shovels, etc. Money all of a sudden became available, "amazin'"! Lee laid out the various tracks, making sure the bicycle motocross track was nearest the bedroom community – no noise from them pedal pushers, don't ya see.

Membership by this time had gone from the near 100 to about 50. But no problem. These 50 were the workers anyway. Especially the Lawler family who never quit and were always there.

By summer of '75 the idea is taking shape. The last track to be completed is the motocross track and it gets to be exciting. Riders are showing up, berms are being developed, and character is forming through usage.

The Lakewood Sportcycle Club becomes official, incorporated and ready to run its first event. It's got a president, vice-president and all the rest. The first event, a motocross scrambles, was held on January 4, 1976. A super way to start the new year.

What I've done here, is try to explain an idea and the fruition of this idea. I can assure you it was not as easy to do as it was to write. The job was done, as usual, by a few dedicated people, so that a lot of other people can enjoy without hassles. Doesn't it always seem to go that way? ●

**GOOD NEWS**

IN LAND USE, MORE IS WON BY HARD WORK AND POSITIVE THINKING THAN BY WAILING 'OH NO, THEY'RE SCREWING US AGAIN!'

ACTION OZ

DORDE WOODRUFF

Sand Mountain at Utah's Little Sahara becomes a magnet for activity.

# Utah: Little Sahara BLM recreation area

**By Dorde Woodruff**

On a cold April morning a small but enthusiastic crowd attended ceremonies to officially open the BLM's significant off-road vehicle oriented area. Of 62,000 acres, two-thirds is designated for the use of motorcycles, dune buggies and four-wheel drive vehicles. The rest is a segregated and protected natural area, and a sand play buffer zone. Pole fences separate these areas from the ORV use.

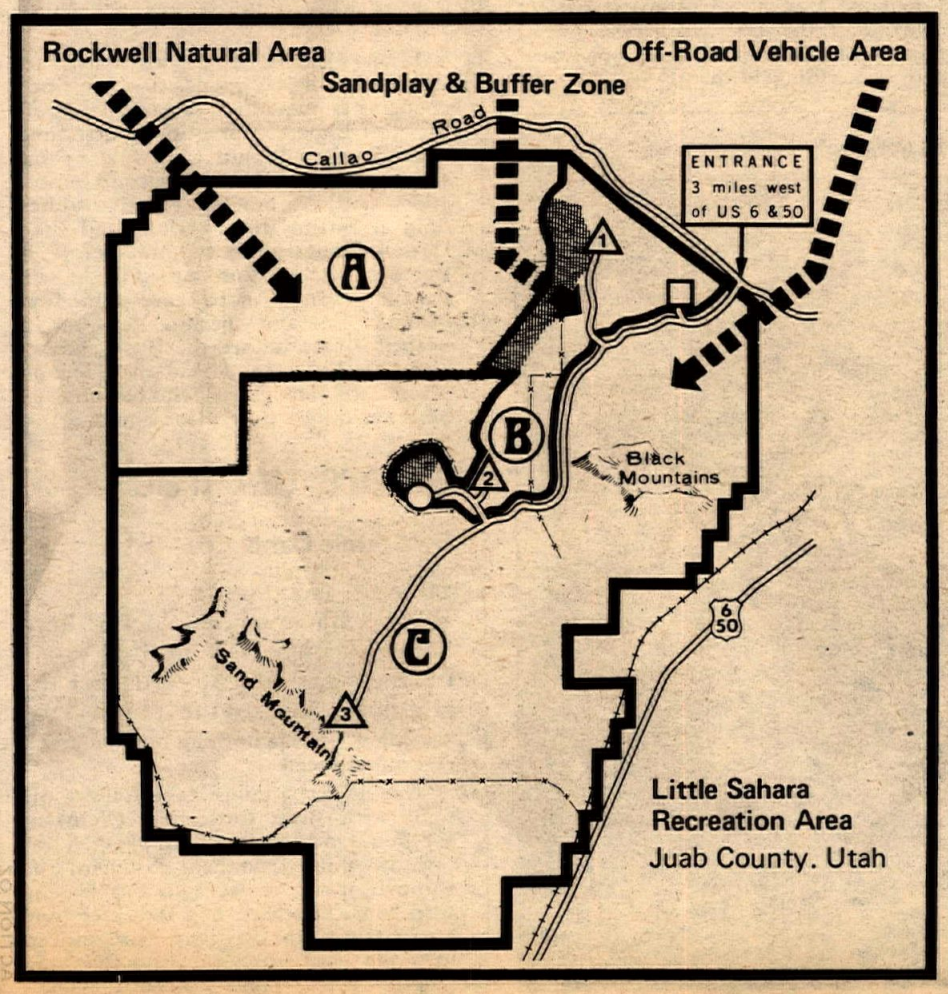
At first used principally by local residents, 185,000 visitors came in 1975. Large sums have been spent by the county on roads leading to the area. The Juab County Sheriff's Posse provides policing and rescue services.

Congressman Allan Howe, snug in his down parka, commented on the need for multiple use. "The people of Utah traditionally and historically love the out-doors . . . We want public lands to be used and enjoyed without causing excessive damage either to the environment or to the enjoyable experience of the visitor."

Curt Berklund, BLM national director mentioned that passage of the BLM Organic Act by Congress "would allow the Bureau to reimburse local government for increased expenses caused by situations such as this," an important consideration in Utah where counties away from the population centers of the Wasatch front have very limited financial resources.

The BLM in Utah is aware of the need for ORV areas. The Moab Slickrock Bike Trail has been in use for some years. Sand Pockets Bike Trail north of Vernal in northeast Utah is under development, dependent on accomplishment of a cooperative agreement with the state.

Designation and development of motorcycle trails and areas in Utah is in its infancy. Motorcycle use is growing phenomenally in the state. Efforts of public agencies such as the BLM need to be supported. Tell your friends you appreciate them, bikers, and they may not listen to environmental extremists as much. ●





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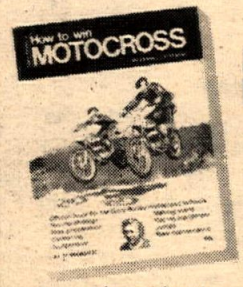


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# NORTHERN DATELINE

PHOTOS BY JAN NEWMAN

Pat Wilson (805) enjoys a brief time at the tip of the 250 Expert wedge during Medford's Superbowl qualifer.

## Medford, Mozart and malfunctioning machines

**By Jan Newman**

MEDFORD, ORE., MAY 2

The Motorcycle Riders Association was obviously very busy preparing for the Oly Superbowl Qualifier today — working over old sections of the track, adding new sections, watering, hanging streamers and polishing rocks. The rock polishing had to be the tough part but they almost certainly couldn't survive in such abundance without tender loving care.

The first 250 moto got under way with Mark Gregson (Kaw) out front, Brian Jodry (Suz) and John Imbriale (Hus) filled out the front trio. Mark soon put the Kawasaki's newly ported, polished, balanced and tinkered-with engine to the test and just ran away from everyone. Midway into the moto he had a full 20 second lead when he lost the expansion chamber. He continued, but gradually lost ground when a flat tire added to his problems. Both Brian and John got by in the waning laps, Mark roared into third, while Rocky Hardland (Suz) and Mark Kaestner (Mai) fought it out for the next two spots.

Round two was led wire-to-wire by Jodry.Gregson's destroyed pipe had been replaced by a flat track pipe and, though he was close enough to catch far too many rocks, he never had the juice to get by. In the early laps, Gary Kuest (Yam) and Craig Praus (Hus), running third and fourth, had a joint pile-up. This moved Imbriale into third again. Barney Newman (Hus) and Hardland moved up to fourth and fifth.

Ronald Junkert (Suz) hole-shot the first Open moto. Hot on his heels were Parry Klassen (CZ), Ron Pomeroy (Bul), Bill Oerding (Mai) and Randy Limbeck (Suz). Back in the pack, like a bubble working its way to the top of the stew pot, came Matt James (Mai). Pomeroy took the lead after three or four laps and moved away from the pack; but Matt was slithering his way through and soon grabbed second. He ate up Ron's lead with nearly half the moto left. It was then Matt's turn to leave the pack. With but three laps to go, he stopped. The silence from the Maico was deafening (dust had fouled the points). Matt had to push across the finish. Pomeroy went on to win, Junkert was second and Bruce Hanlon (Bul) worked his way up to third. Dead bikes dotted the track when the flag came out.

Junkert shot out first again in moto two. Then came James, Pomeroy, Hanlon and Klassen. The breeze was gone now and dust hung heavy in spots. James took the lead in the second lap and left the dust for others. Pomeroy also moved by Junkert but beyond that the top five remained the same to the checkered. Matt gave the crowd a few tense moments again in this moto. With three laps to go again he came by the finish line with a sick sounding engine. At each opportunity he was bending down, in flight, to make mechanical adjustments. This time he held on for the win. The problem was a completely unwound idling screw.

The day ended as it began with the strains of Mozart from the loud speakers. The announcer queried, "Can you imagine a Sierra Club hike with Mozart?" Or the theme from "On Any Sunday" for that matter? ●

## Speedway Central

HANFORD, CAL., MAY 7

The second night of Hanford's '76 Speedway season found everybody "dialed in". Hanford's Jack Martin had a dynamite night with a nearly perfect sweep, culminating in the ever popular grudge series with Max Koemans. Max also had a near-perfect night, and the two went two out of three with Jack taking the second heat and Max riding brilliantly to take the first, second and the jackpot.

Challenger racing was also run off exceptionally well with local riders showing good progress. Last week's challenger main winner Dave Baker of Bass Lake, did it again pushed hard by Randy Tompkins of Fresno in his first speedway race ever.

Among the many new faces showing good progress were Wayne Ishii (the Banzai Kid) and the three musketeers from across the Pacific; Marshall Pugh, Kevin McDonald and world famous Garnett Thistlewaite. All three are tuning into our smaller U.S. tracks and they're showing it. Pugh, in a momentary loss of presence, must have thought he was on a 1000 meter track. In the last lap of the scratch consi, he exited via a hitherto unknown escape route off turn one and disappeared into the cow pasture. He returned unscathed and wondered where everyone went. ●

Results in Results Section.

"Maybe if I stick my leg out, I can trip him as he goes by."

## California B.O.S.S.-crossers take on T-car

**By Sallee Hilton**

CARSON CITY, NEV., APRIL 25

With B.O.S.S. CMC MX spreading its operations to Nevada, that Expert Bonus Fund still enticed top contenders to follow the "Boss Circuit" chasing the points. (At the end of the year approximately $5000 in bonus cash will be paid out to those riders who have gathered the most points. Points are obtained each time money is won.)

Robert Norton of Orangevale, California, on his old, stock Honda took the 125 class. Currently second in bonus points, Norton was up against local hero Tony French (Suz), who gave him a run for his money. In the first moto, Norton led all the way, but not by a comfortable margin as French was right with him. In the second moto, they started out the same, but French took over the lead after three laps. Now it was Norton's turn to dog French's heels, waiting. Six laps passed in this hot chase fashion. When Norton saw the checkered flag in front of French, he couldn't afford to wait any longer. In a spectacular crowd-pleasing maneuver, Norton slipped by French without a second to spare.

Brian Jodry, also a consistent California winner, got his first win since changing from a Montesa to a Suzuki. In the 250 Expert competition, first time around, Allen Berluti took first on his Husky, but DNFed the second moto. Jodry had the hole shot, but couldn't hold it letting first Berluti, and then Darrell Shultz (Bul) by him before it was over. Jodry's third added to the win in the second moto gave him first overall. He and Berluti put on a beautiful race before the Husky broke, giving Jodry a good lead over second place Chris Hart (Yam) who had an even better lead over third place Shultz. ●

## Tulare flat track

**By Cosmic Cat & Co.**

TULARE, CAL., APRIL 24

District 35 hotshoes flocked here Saturday night for the first event of the year at the Tulare Fairgrounds. Due to the removal of the jump, it was nothing but flat track and pure speed

The 125cc Junior Main started off tight with Brett Butterfield (Yam) at the point and Lee Pritchard (Suz) in hot pursuit. Butterfield held Pritchard off through most of lap two but leaving turn four, Pritchard had that nice long straightaway to play with and moved into the lead. He went to a five bike length win. Tim Pritchard (Lee's

COSMIC CAT

**"Don't shoot until you see the whites of their eyes" — Tripping the strobe at Tulare are the mighty Mini Juniors, who will all be as blind as bats for the next five seconds.**

brother?) was moving up fast on Butterfield but ran out of laps.

Ever since Steve Boswell and Brad Helton moved up to Expert, Roger Lady (Yam) has been a familiar face in the 175-200cc Juniors winners circle, but tonight he had to follow Bob McClure across the finish line, as McClure led the entire Main. Leaving the final turn of the last lap, Lady tried to power past McClure but lost in the drag race to the checkers.

The above-mentioned 175-200cc Experts Steve Boswell (Yam) and Brad Helton (Yam), with the help of Ricky Hicks (Bul) put on the closest and diceyest run of the evening. Hicks was the lead man off the line and held on through lap two when he started to feel the pressure of Helton. On lap three Helton moved into the lead exiting the first right-hander. At the same time Boswell came out of the darkness and got by Hicks for second on the back straight. The lead was juggled between three speedsters down the front straight. Leaving the first turn, Boswell and Hicks were elbow to elbow. When they reached the line Boswell had edged out Hicks while Helton finished a close third. •

## Lodi short track and scrambles

**By Ann Carr**

LODI, CAL., MAY 1 & 2

The Stockton and Lodi Motorcycle Clubs combined for a neat Saturday night short track and Sunday afternoon scrambles this May Day weekend. Four hundred seven hard-core trackers seemed to enjoy the now-familiar 1/6 mile flat track and many old faces returned for the first time this season to challenge the banked TT course.

### Short Track

High point action tightened in some classes while wins or places stretched leads for others. Fred Merkel moved out front of the 80 Expert class with his second victory in three races. Fred's convincing first was preceded by an outstanding win by San Jose's Gary Blodgett who moved from the Novice ranks to Junior.

Sportsman honors go to brothers Robert and Joe Cunnington in the 100 class as they have taken turns winning the past two events. Davis's Scott Rasmussen has topped the 125 field the last two races and leads a consistent Dave Busby by two.

### TT Scrambles

Maxi racers put on the show today as 10 (of 20) black plates showed to contest for Pioneer Arena's $50 in cash. Alex Jorgensen drew number one spot, jumped ahead of the pack on his national BSA machine, and survived pressure from Dennis Spence and Jeff Eide for the win on a wide-grooved but slippery track.

San Jose's Steve Hall turned the trick in the Open Expert Main as he held off his dad's longtime racing buddy Rick Otto for the full ten laps (aboard Dad's old machine, no less). •

## Helvetia opener

**By Floyd Lewis**

SACRAMENTO, CAL., MAY 2

Money seems to bring the best out in all the Experts, and this Semi-pro event was no different as Jim Lesniewski took the 250 Expert class with a clean sweep of both motos. It was no easy feat as a crash by second moto leader, and first moto second place finisher, Dave Longcor helped. Longcor's fall moved Kevin Henry into the second overall.

Lesniewski tried to make it two-for-two in the 125 class, but a broken motor in moto two after winning the first put Jim out of contention. Jim's tough break gave Jerry Brown the class win with Scott Rodgers in second. CZ mounted Delno Becker swept both ends of the Open Experts, winning the second most easily.

In one of the day's most hotly contested events, Jim Deprato won the 125 Amateur class by nosing out Cori Roberts and Jim Blagg in moto one. The second moto saw Blagg take the checkered first, with Deprato second and Roberts in third, and third for the day.

Jimmy Robertson and Kendell Powers collided and crashed hard on the white flag lap of the second moto in 70-80 Expert class. Robertson scrambled to his bike first to win the moto and the class, after finishing second to Powers in the first moto. •

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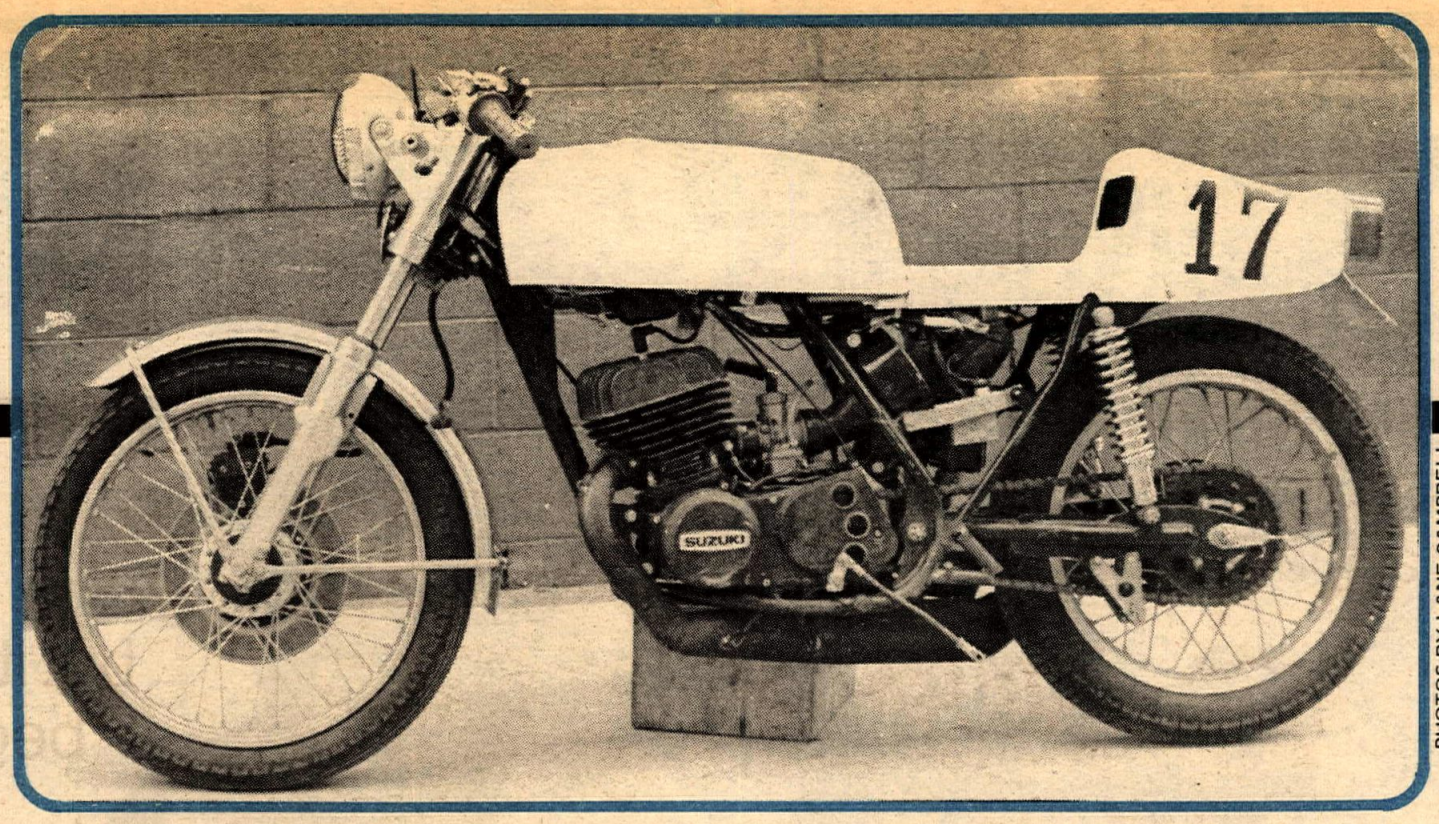
# unlikely ducklin

## Number plates & safety wire do not a road racer make

## ... but it's a beginning

By Lane Campbell

The Fantasy Factory project TM400 is four races and two pistons old. In the process, it has shown us that if you choose carefully where you race (and under whose rules), don't blow up and don't fall off, you can have a grand time racing practically any kind of motorcycle. Even a motocrosser that everybody wants to write off as a turkey.




PHOTOS BY LANE CAMPBELL

At last writing, we had entered it in Cafe and 500 GP at a CMC Willow meet, only to seize in practice. A combination of factors had done us in, mostly out of ignorance. With the timing set properly, muchricher jetting and two stages colder plug,we went to a W/ERA meet at Phoenix' Fast Track International to try to approach perfection from the safe side, for a change.

We also carried along ten gallons of avgas, on a fuel engineer's recommendation. Avgas is not that much higher octane than what you may get at the pump. But it is more consistant, from pump to pump, brand to brand, region to region, because it has to meet a more stringent set of inspection controls. (Pump gas must meet or exceed a given octane rating, and little else.) By contrast, you never know what you're getting out of the pump – not even the brand, as Federal oil allocation schemes have even the majors sharing each other's gas at the wholesale level. Nor is pump gas all gasoline. In some regions of the country, it may contain up to 40% aromatics – benzene, toluene, xylene and related compounds – to boost the octane rating of low-octane petroleum base stocks. Paranoid? Maybe, but we didn't seize.

Instead, we took a rather detuned Suzuki single, spent most of Saturday practice coming back down on main jet sizes, and determined that the footpegs, though relocated, were still too low. Also, the side-bleed pipe, while a neat idea in theory, was burning hell out of our right heels while contributing darned little to the bike's performance. Though the bike's handling was basically sound, we were getting fast (brave?) enough to push the stock street tires which we'd cannibalized from the same GT 380 that "donated" the front end.

Still, by the end of that first two day weekend, we'd both trophied – Steve as first 250 GP Novice, me as third 410 Cafe. You see, under W/ERA rules, a single can run "down" one class from its actual displacement ( and so can any kind of four stroke). At this point, it was still no match for a TZ250, but Steve stayed up while others crashed or blew up. Same held true for me in Cafe, except more fast guys stayed on their wheels. We were both holding our own on braking and mid-range acceleration, but skating around badly on the Bridgestone tires and getting blown away on top end.

With only a week to prepare for the next W/ERA run at Willow, we had no time to mess with the pegs. While the bike was stored at Steve's place, he fitted a 38mm Mikuni and roughly jetted it in on the country roads behind his house. The intake collar on the 38mm carb had to be trimmed back about a half-inch so the stock rubber intake horn would fit without kinking. We still use the stock oil-foam air cleaner, but expect to replace it with a K&N as soon as supplies are available. As a backup (again under sage advice from other racers) we cut and rewelded the stock MX pipe to fit around the rearsets so we could throw it on in a pinch. Dunlop K81s replaced the stock tires.

Saturday at Willow they gave us practice plus lots of three-lap sprints. We started out with the stock 34mm carb and the stock pipe. Lap times began to come down, from a shaky 2:13 to a more confident 2:04, but we were still getting blown off down Willow's back straight. We added the 38 Mikuni; and Steve broke two minutes. Faster, and we were all grins, but still not fast enough. We were topping out too early, geared too low. A quick trip into Lancaster on a buddy's street bike confirmed the worst: there was no taller gearing available for the TM400. (We've since gone to Circle Industries to get 36 and 32 tooth rear sprockets – 39 is the smallest available from stock and a 17-tooth counter is the biggest that will fit the cases).

In Sunday's heats, Steve got tapped in the rear when another rider tried unsuccessfully to outbrake him from the inside in turn one. He went off motocrossing, but managed to stay upright. On the restart (they redflagged it when the other guy crashed), Steve holeshot the entire mob of TZs and held them to the top of the hill, where they began to blow by him one by one. His final went pretty much the same way, as did mine. We both earned mid-pack fourths.

Daytona week intervened before the next race, CMC/Willow; I went out of town, and a bunch of club members got together to work on the bike. Too many heads. They got the pegs roughly relocated a second time, put a 4.25/85 Dunlop on the rear (replacing a 4.10) and reversed the fork legs so the disc calipers would trail. The gearbox also got overfilled, so first time out it covered the rear tire. Scary, but no harm done. From now on, no more than two people work on the bike at once.

The 4.25/85 tire didn't seem to work with the 4.10 x 19 front, as we acquired a wobble that wasn't there before. In my race (Cafe) I locked up the rear wheel braking, went off touring the trackside with a killed engine and fell down just before I got it stopped.

The bike wasn't hurt. Steve went out in 500 GP and got a fifth. Again, though we'd jetted another step leaner and picked up some top end, we still weren't fast enough. Lap times were running around 1:55-56, while the fast guys were in the low 1:40s. The not-so-fast were blowing by Steve and me on the downhill back straight, but I as distinctly pulling people in the Cafe class on the uphill front straight before I got off. Disappointing. Teach me to stay upright.

## Retrospect

Phase one of the 400's racing career is over. We're into trying it out in a street legal mode (subject for a future report) while Steve, the rest of the club and I digest our experiences so far.

The bike doesn't lack for mid-range, even with the 38mm carb and (lately) two millimeters shaved off the piston skirt. The MX pipe is too long a tuned length for road racing, and the Precision pipe is still a largely unknown quantity (though we've successfully moved the stinger to its rightful place and fitted a Skyway weld-on silencer). The wobble mentioned earlier disappeared when we laced on a Sun alloy front rim that was wider than the stock steel one it replaced. Now that the pegs are up where we don't drag our feet, the handling is impeccable.

The modified MXer brakes hard and deep, and is capable of good controllable braking even when cranked well over. In really skittish off-camber downhill situations, the rear end wanted to pogo a bit on braking, but stiffer shock fluid (SAE 20) made that go away. Contrary to popular opinion, we've never had trouble keeping the front end down, just the opposite – deliberate forward weight bias screws up the braking. As it is, the anemic-looking MX rear brake is all the rear end will ever need.

In all other respects, the bike has most of the desirable attributes of a single; good ground clearance, quick transient responses and excellent "out of the hole" drive. On a short scratcher's track, it is pure joy to ride.

The frustration of being annihilated on top end, we still hope to cure without sacrificing on noise. That's going to take more trial-and-error, some bootleg dyno time and several pipe/muffler combinations.

The engine is still internally stock (except as noted previously) and the machine is still nominally street legal, though a trifle louder than the 80db at 50 feet that new street bikes must meet. The oil injection is retained for on-road convenience.

Anyone could do what we've done so far with an old MXer (not necessarily a Suzuki) and some scrounged parts. In fact, the real impact of our project bike is not what we've done ourselves, but what others might be motivated to do.

For instance, Steve has this BSA/Elsinore (yup, a 500 thumper in a 250 Elsi chassis) that he ran in last year's Four Stroke MX. Now his younger brother, realizing that the front end off his 350 Honda will fit straight across, is casting lascivious eyes at the beast as a potential CMC or W/ERA Four Stroke GP mount. In Colorado there's a really sano Montesa VR-based roadracer running loose. And closer to home, a well-known desert race promoter, with a wistful eye, considers converting his 410 XL into a road racer so he can go racing again without screwing up his knees.

For tired dirt bikes and tired dirt riders, it's like a second lease on life . . .

## Update

Our Unlikely Duckling is one race and one piston older than when this chapter began. Box score: one first, one second and three thirds in a very busy W/ERA race weekend. The above-mentioned pipe work and bootleg dyno time paid off in useable horsepower, and indicated where we could find still more. Obviously subjects for a later report.

We have on our hands a reasonably practical street bike which also happens to be a reasonably competitive short-circuit road racer – created from off-shelf parts with a trifling bit of grunt-labor machine shop work. What are we talking about in money? An out-of-fashion MXer you can pick up for $400 anywhere. At most, $100 worth of cafe fibreglass. A front end you can buy at swap meets for $75 to $125 depending on how hard you haggle. A $60 pair of shocks. A pipe you can build with $25 worth of materials. A bunch of odds-and-ends that may nickel-and-dime you to the tune of $100 additional. A $70 set of tires and a $20 – $25 silencer. And back to the swap meets for electrics you've not been able to salvage or scrounge.

No matter how you add it up, it comes out to a useable, enjoyable motorcycle for under $1000. If "Bracket Road Racing" actually gets off the ground, we predict that these things will be coming out of the woodwork in swarms. Because even if a converted MXer still won't beat the Klinzmanns and the Baeders on their TZ250s or the Tigerts and Cloughs on their supertuned RD350s; you'll be having too much fun to notice.

# NORTHERN DATELINE

COSMIC CAT & CO.

Climax of this Hanford 350-500 Expert race was Craig Scroggins (180) shutting off Paul Anderson (36) for the win.

## D-35 Half-mile at Hanford

**By Cosmic Cat & Co.**

HANFORD, CAL., MAY 2

Keeping the dust down was the major problem here at Hanford today. Wind and a very hot day took its toll of the track and watering was necessary after about every two races.

Paul Anderson (Yam) was the lead man of the 360-500cc Experts coming out of turn two of the first lap with Shawn Leipold (Hon) and Joe Brown (Yam) following. Leaving turn two of lap two, it was still Anderson at the point but Craig Scroggins, riding a lightning fast Yamaha twin, pinched Leipold and Brown on the outside to move into second. Down the back straight with Anderson and Scroggins side by side, Anderson held on to the first spot entering turn three, but Scroggins went to the outside of turn four and took the lead. Scroggins expanded his lead on the final lap and went on to the win with Anderson second and Leipold third.

The Mini Expert Main has become nothing less than a grudge match between Bakersfield's Rob Ely and Tulare's Mike Garrison. Both riding Yamahas, it was Garrison taking a fairly good size lead leaving turn two, but down the back straight, Ely pulled up and made up the distance in no time flat. Garrison stayed in front all of lap two with Ely close behind waiting. Ely made his move down the back straight of lap three and had the lead entering turn three.

In other mains, Ed Prince fired his Maico to the 360-500cc Novice & Junior combined honors over David Hill (Yam) and Joe (Coffee Can) Miller. Open Experts Frank Adamo (Yam) and Sam Matthews (H-D) gave the crowd a thrill with their long flying rooster tails and four lap dice-out which ended with Matthews first. •

## Roseburg Indoor Short Track

**By Lynne Diltz**

ROSEBURG, ORE., APRIL 30

Midst a near-record amount of bikes, a full spectator area and a good deal of flap, Roseburg Indoor Shorttrack ended its 75-76 season. Award jackets for season high points were to be given but they didn't arrive. Riders complained about trying to make a TT out of that tiny indoor space and the dog-leg was removed before the Semi Pro Main.

There were crowded Mains to D in the Mini, 100 Kids, 125 and 250 classes and three eliminators, for the Semi Pro Main. And what a line-up that was. Six of the eight sported a Q and a number of upsets resulted in action all around the track. John Wincewicz went down and was promptly hit; sustained nothing more than having the rear of his leathers ripped. Frank Word from Grants Pass had his problems; he was more down than up. Hotshoe Brad Hurst went back to Junction City with top dollars when he moved his CZ as fast as his lip.

Albany's Scott Miller powered his way from the Kids 100 C to the A Main figuring to go all the way, like he usually does. After a restart that saw former Mini star Andy Bruhn get caught in someone else's bike, Miller was held to a third by a pair of Dee's, Davis and Diltz, and on the white flag lap, got cornered to a fourth by Cliff Allen.

Northwest Cycle Center-sponsored Scott Nelson won a 250 A Main shot and went the whole way despite all-out efforts on the part of Brett Howard •

Cecil Arispe (151) takes a knock at indoor roller derby.

LYNN DILTZ

STEVE CASTILLO

**That Magoo never does anything conventional.**

## NorCal Motocross

**By Steve Castillo**

DIXON, CAL., APRIL 25

This was a very weird day. With the wind at speeds up to 35 mph and higher, things were blowing all around including dust, rocks, and anything that wasn't tied down securely. Then daylight savings time went into effect and caused several mix-ups as people were late to the races. After the mess got sorted, there were approximately 300 riders on hand.

Starting off, Tom Rapp, now riding a new Dirt Factory KTM, pulled out front at the start of the first 250 Pro moto followed by Ron Junkert (Suz). Mike Hersman (Hus) came from third to put a drive on Rapp that lasted for several laps, until Hersman got by. Hersman was able to stretch out to take the win with Rapp taking second and Ron Junkert third.

Moto Two found Tom Wardell (Suz) out front of the snarly pack of pros, but he couldn't seem to maintain the pace. Bob Grossi (KTM) overtook Wardell for the lead and that was the last anyone saw of him. Mike Hersman worked his way up from a poor start and finished in third. Overall went to Mike Hersman

Danny Chandler (KTM) was the expected winner in the 125 Pro class, but there was a race going on behind Magoo for second between Dave Coupe (Yam) and Phil Crane (Suz) that got tighter and tighter as the laps progressed. However, Crane never was able to get by Coupe.

Plans are now under way for NORCAL motocross to begin night races at Fremont raceway towards the end of May. All new lights are planned for the track and it sounds like it could be a welcome relief from the heat. ●

Results in Results Section.

**Rider versus track was nearly the whole story as Elkhead opened its summer MX season a trifle before summer opened on Elkhead. Rodney Keller (12) demonstrates.**

LYNNE DILTZ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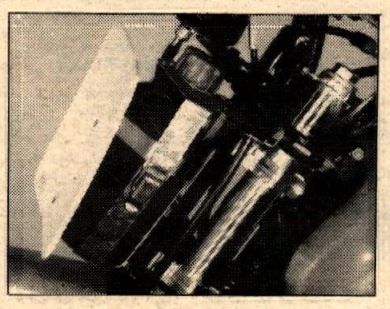

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# RESULTS

### CMC Short Track
**Chico, Calif.**
**May 1, 1976**
**By Pat Piston**

100cc JR
Jody Patterson Yam
Joey Jaconetti Yam
SP. EX POINT RACE
Jim Hubbard Yam
Steve Dietz Yam
Cliff Hylton Yam
125cc JR
Dave Evers Yam
Rick Lederer Hon
Dave Ryan Yam
200cc JR
Doug Reiswig Bul
Dana Covert Bul
250cc JR
Paul Martin Bul
Kirk Hammons Hon
Bruce Smith Bul
360cc JR
Monty Heath H-D
Dick Hiatt Bul
200cc INT
Mike McKee Yam
Dan Fowler Yam
250cc INT
Mike Hall Bul
Joe Boes Bul
250cc EX
Ken Gray Bul
Cliff Hylton Yam
Jim Hubbard Yam
360cc EX
Dick Turner Yam
80cc MINI HANDICAP
Doug Dorman Yam
Bobby Thomas Yam
Brian Roberts Yam
100cc MINI HANDICAP
Troy Cummings Suz
Ken Walcott —
Jim Conger Yam
200cc HANDICAP
Randy Freeman Bul
Dan Fowler Yam
Dana Covert Bul
250cc HANDICAP
Ken Gray Bul
Paul Martin Bul
Maurice Merrill Bul

### TRA Short Track
**Benton Lane Pk., Ore.**
**May 2, 1976**

MINI BEG
Bobby Myhrvold Yam
John Davidson Yam
Pam Claussen Hon
MINI JR
Ricky Russell Yam
Monty Gonsalves Yam
Dave Carlisle Hon
MINI EX
Brian Loesch Yam
Drew Roberts Yam
Tom McCallum Hon
100 JR
Ryan Fisher Yam
Troy Duncan Yam
Bruce A. Smylie Suz
100 EX
Scott Miller Hod
Steven Kerbs Hon
Mike McCormick Sux
125 JR
Randy Boden Hon
Kelly Olivas Hon
Ron Attman Hon
125 EX
Steve Copley Yam
Mike Adair C-A
Bill Davis Suz
200 EX
Jamie Claussen Suz
Terry McCullough Bul
Jeff Celorie Bul
250 EX
Gary Tryon Yam
Mike Adair C-A
Phil Harless Bul
400 EX
Lester Huey Suz
Craig Lewis Hon
Harold Haggard Yam
OPEN EX
Billy Oliver Yam
Brad Hurst Tri
Kurt Dorn Tri

### Elkhead MX Opener
**Yoncalla, Ore.**
**May 2, 1976**
**By Lynne Diltz**

MINI JR
Rodney Keller Yam
Terry Baker Yam
Karl Talburt Yam
MINI SR
Roy Davis Yam
100 KIDS
Toby Olson Yam
Tony Jenkins Suz
125 JR
Jim Thorpe Suz
Joe Ivory Suz
Rocky Osborne Hon
125 SR
John Roberts Yam
Randy Binder Yam
250 JR
Jim Paris Yam
Russ Salmans Yam
Dennis Mendenhall Hon
250 SR
Phillip Randall Suz
Tony Speck Suz
OPEN CLASS
Skeet Hise Yam
MONEY RACE
Skeet Hise Yam
Boyd Smith Yam
Jim Thorpe Suz

### D-35 Scrambles
**Chowchilla, Calif.**
**May 1, 1976**

500cc NOV
Jack Thornburg
Tim Rockwell
500 JR
Joe Miller
Jim Wiley
Gary Tankerley
500 EX
Scott Dinkins
Jim Birkle
250 NOV
Jim Rockwell
James Crisp
250 JR
Kent Miller
Tim Ingham
Don Carter
250 EX
Steve Monger
Scott Kinkins
Scott Padergois
200 NOV
Darrell Winters
Steve Blakeman
200 JR
Vincent Holder
Gary Holder
200 EX
Brad Helton
125 NOV
Joe Perry
Ricky Dunlop
125 JR
Skip Norman
Wayne Unruh
125 EX
Scott Dinkins
Richard Torres
100 NOV
Joe Ellison
Bill Patton
100 JR
Tom Pritchard
Jody Bennett
100 EX
Mike Garrison
Johnny Alexander
80 NOV
Tim Patton
Eddie Shafer
80 JR
Craig Baird
Ricky Hollenback
80 EX
Mike Garrison

### Short Track
**Reno, Nev.**
**May 2, 1976**
**By Darrel Krentz**

100 NOV
Johannes Troy Suz
125 NOV
Ronald Clark Bul
Frank Pfiefer Suz
125 JR
Rodney Ginn Pen
Darrell Krentz Suz
200 NOV
Rodger McConnell Bul
250 NOV
Richard Timossi Bul
Tom Dean Hon
250 JR
Rodney Ginn Bul
Rich Dermody Yam
360 JR
Bill Smith Yam
Jack Nash Bul
360 EX
Manuel Crummet Bul

### TT Scrambles
**Sandak M.C.**
**Elsinore, Calif.**
**May 9, 1976**
**By Maureen Lee**

MINI MOTO
Eugene Brown Yam
Pete Hames Yam
Todd Brown Yam
125cc JR/EX MOTO
Danny Perkins Hon
Mike Tidwell Yam
Charles Carroll YZ
250cc JR MOTO
Wayne Rainey Yam
Greg Zehner YZ
Michael Allen Yam
250cc EX MOTO
Mike Tidwell Yam
Eddie Beeson Yam
Mike Boyle Yam
250/500 JR MOTO
Qayne Melanson Yam
Steve Tinsley Bul
Jim Bearup Hon
500 EX MOTO
Don Grigsby Yam
Rex Hailey Yam
Dave Johnson Yam
125 NOV MAIN
Steve Polson Yam
Jack Smith Yam
Duane Gallagher Yam
OPEN JR/EX MOTO
Steve Miller Yam
Pat Dobbias Tri
Ed Drechsler Nor
350-500 OPEN NOV MAIN
Terry Traner Yam
David Reinhardt Yam
Cal Wangrud Yam
250cc NOV MAIN
Gary Smith Bul
Cal Wangrud Yam
Joe Steffen Yam
MOTHER'S DAY RACE
Donna Reinhardt
Barbara Springman

### Old Timers MX Assn.
**Pomona, Calif.**
**May 9, 1976**
**By Dal Calais**

MASTER
Chuck Strauss Mai
Marvin Olson Mai
Bob Pawling Mai
Jim Warden Mai
EX
Sam Jones Mai
Norm Elledge —
Al Dennler Mai
George Meyer Mai
AM
Frank Hoshijima Suz
Bob Di Miranda Yam
Rene Cornell Suz
Larry Excamilla CZ
NOV
Gerry Steiner Mai
Dan Harris Bul
Richard Dashley Bul
Walt Glower Yam

### OTHG MX
**Indian Dunes**
**Valencia, Calif.**
**May 2, 1976**
**By Lucious LeRoy**

EXPERT
Maniac Mike Hus
Takcy Tim Mai
Corroded Carlos Mai
AMATEUR
Janitor Jerry Yam
Jivin Jim Suz
Muff Max Yam
INTERMEDIATE
Daisy Dave Suz
Chunky Chuck C-A
Petrified Pete Bul
NOVICE
Tipsy Tom Suz
Dung Dennis Suz
Redneck Rex Pen
BEGINNER
Gorgeous George CZ
Toilet Tom Yam
Terrible Tom Hon
GANG LADIES
Lady Mini Hon
Lady Honky Yam
Carla Twist Suz
KIDS OVER 12
Jack Carpenter —
Doug Hallmark Suz
Scott Sasala Suz
KIDS UNDER 12
Doug Ford Yam
Richard Romero Hon
Mike Romero Hon

### CMC MX
**Carlsbad, Calif.**
**May 9, 1976**
**By Mike Yada**

500 PRO
Tommy Croft Hon
David Gerig Suz
Chuck Maurath MCE
500 INT
Dave Maas Suz
John Hormuth Hus
David Tanis Bul
500 JR
Robert Spicer Yam
Phil Davy Mai
Perry Perse Mai
250 PRO
Val Tamietti Mai
James Martin CZ
Clark Jones DG
250 INT
Steve Zoumaras Suz
Bob Brown Kaw
Jeff Drummen Bul
250 JR I
Ray Cates Yam
Tom Pearl Bul
Ryan Helzer Yam
250 JR II
Danny Fowler Bul
Dave Mugent Bul
Richard Dine Suz
125 PRO
Alan Smith FMF
Tony Wanket FMF
John Tessitore Hon
125 INT
Brian McNamara Hon
Tim Tolar MM
Dan Green Hon
125 JR I
Scott Anderson Yam
Paul Martin Hon
Kyle Jacobson Suz
125 JR II
Mark Hickey Hon
Carl Salazar Hon
Joel Moore Hon
MINI EX
Rick Atkins Hon
Curt McCuistion Yam
MINI JR
Lloyd Thomas Yam
Jeff Chatfield Yam
Terry Fowler Yam
100 JR
Matt Hope Hon
Ron Lounsbury Maon
Dan Worley Suz

### Speedway Central
**Hanford, Calif.**
**May 7, 1976**

CHALLENGER RACE
Dave Baker
Randy Tompkins
Jeff Peltier
HANDICAP MAIN
Jack Martin
Max Koemans
Marshall Pugh
SCRATCH MAIN
Jack Martin
Tom Morley
Russ Smith
GRUDGE MATCH
Max Koemans over Jack Martin

### Ascot AMA H-M
**Gardena, Calif.**
**May 7, 1976**
**By Maureen Lee**

NOV MAIN
Eddie Lawson Bul
Tim McWhorter Yam
Scott Nelson Yam
Don Grigsby Yam
Dave Lujan Yam
Rod Spencer Yam
JR MAIN
Steve Fortune Yam
Ted Davidson Yam
Scott Pearson H-D
Robert Murray Yam
Vince Mead H-D
Martin Halkola Yam
TOPHY DASH
Alex Jorgensen No
Steve Eklund H-D
Tom Berry H-D
EXPERT MAIN
Alex Jorgensen Nor
Gary Scott H-D
Tom Berry H-D
John Allison Yam
Rob Morrison H-D
Dan McWhorter H-D
Mark Smith Yam
Walt Foster Tri

### AMA Oly Superbowl Qualifier
**Medford MX Park**
**Medford, Ore.**
**May 2, 1976**
**By Jan Newman**

250
Brian Jodry Suz
Mark Gregson Kaw
John Imbriale Hus
Rocky Hardland Suz
Jeffery Browning Mai
Dennis Brand Suz
Barney Newman Hus
Craig Praus Hus
David Bunker Hus
Pat Wilson Hus
OPEN
Ron Pomeroy Bul
Ronald Junkert Suz
Bruce Hanlon Bul
Parry Klassen CZ
Jeff Mitherell Suz
Steve Montagne Mai
Matt James Mai
David Bunker Hus
Gary Wilks Yam
Mark Mathiesen Yam

### Desert Barons Team Race
**Soggy Dry Lake, Cal.**
**May 9, 1976**
**By Dale Brown**

AM/EX
Bob Rutten/A.C. Bakken
Jim Sumners/Terry Davis
Jeff Kirk/Marty Reider
Tony Greaves/Roy Fjastad
Brent Wallingsford/ Dean Modesett
Brian Wright/Craig Kinnaman
Chas. Barney/Brent Johnson
Mike Edmonson/ Tim Edmonson
Jody Belknap/ Downhill Alexander
Mark Harris/Andy Klein
NOVICES
Robin Busse/Rollin Busse
Joe Whitlow
Jack Mortin/Ted Overholt
Fred Nelson/Dennis Reiter
Mick Thorpe/Howard Hard
Twain West/ Keith Cunningham
Al Flowers/David Pobjoy
Gregg Humbar/ Dan Thordorson
Rock Roberts/Ray Godfrey
Mike Boling/ Vernon Robinson
WOMEN
Trudy Beck/Debbie Graziano
SENIORS
Wily Vaugh/Ray Lowe

### AMC Saddleback
**May 9, 1976**
**By Danny Raymond**

250 PRO
Bob Elliott Suz
Dave Carlson Mai
Morris Malone Suz
OPEN PRO
Chuck Lunde Mai
Don Martins Suz
Steve Shipkey Mai
125 PRO
Bob Elliott Suz
Jeff Jenning Suz
Marty Moates RR
100 EX
Greg Barrett Hon
Mark Mariott Hon
Scott Clifton Hon
100 JR
Jim Odle Td
100 INT
Jim Cate Suz
125 BEG
Joe Green Hon
Matt Tender Pen
125 JR
Craig McKee Hon
Ed Kearns Hon
MINI EX
Jeff Ward Hon
Bryon Antonacci Yam
Jeff Hewitt Yam
MINI BEG
Mike Urgo Yam
Tom Gibson Yam
MINI JR
Ed Gieselman Yam
Curtis Qualls Yam
MINI INT
Sam Storen Yam
Dede Cates Yam
250 INT
Jeff Lyvdale Suz
Danny Jean Yam
Dennis Browr Mai
125 INT
Kevin Harlow D&G
Mitch Musgrave FMF
250 BEG
Bruce Mattes CZ
Jon Hewitt Suz
250 JR
Scott Johnson Suz
Herb Carbaugh Yam
JJ Hudson Suz
OPEN INT
Greg Smith Mai
Doug Boyd Suz
250 BEG
Ken Herkemer Mai
Steve Kerr CZ
Ty Hanway Bul
OPEN BEG
John Steele Yam

### Old Timers MX Assn.
**Valencia, Calif.**
**May 2, 1976**
**By Dal Calais**

MASTER
Marvin Olson Mai
Jim Warden Mai
Chuck Strauss Mai
EX
Gerald Hutchinson Mai
Doug Archibald Mai
Norm Elledge CZ
AM
Warren Fonteneau Bul
Dick Doyle Mai
Dick Varvel CZ
NOV
Randy Lyall Hus
Howard Zimmerman Mon
Ed McBride Yam
Jerry Steiner Mai

### TT Scrambles
**Elsinore, Calif.**
**May 1, 1976**
**By Andi Gangewer**

MINI BEG NOV
Jeff Eary Yam
Brian Pierce Yam
Russell Brown Hon
MINI EX
Chris Cannon Yam
Gene Brown Yam
Benjie Meyer Yam
100 COMB
Gene Brown Yam
Brian Burch Yam
Rennie Evans Yam
125 BEG
Rick Blankenship Kaw
David Cote -
Scott Sherwood Yam
125 NOV
Terry Singleton Hon
Mike Neely Yam
Steve Karsten Yam
250 BEG NOV
Terry Williams Mon
Rob Selvy Yam
Jack Clark Yam
OPEN NOV
Robert Chapek HD
Earl Parker Yam
Don LaFon CZ
SPEC NOV
Cal Wangrud -
Scott Douglas -
Fred Parker Yam
125 AM/EX
Steve Polson Yam
Robert Pfetzing YZ
Duane Gallagher Yam
250 AM
Mitch Zehner YZ
Gary Smith Bul
Scott Polson Yam
250 EX
Greg Zehner YZ
Joe Steffen Yam
Wayne Rich Bul
OPEN EX
Dave Johnson Yam
Arthur Junker Yam
Ed Steffen Yam
SPEC EX
Joe Steffen Yam
Greg Zehner YZ
Steve Polson Yam

### West Texas State Championship
**Borderland MX Park**
**El Paso, Tex.**
**By C. Wright**

EX
OPEN
Steve Wise Yam
Gene Durham Pen
James Fastle CZ
250
Gene Durham Pen
Scott Logston Yam
Steve Chavezzr Mon
125
Steve Wise Yam
Scott Logston Yam Dennis F
Dennis Patton Hon

### D-35 Half-mile
**Hanford, Calif.**
**May 2, 1976**
**By Cosmic Cat & Co.**

MINI
NOVICE
Nick Del Rio Yam
Chad Bettencourt Yam
Dean Snell Yam
JR
Robert Land Yam
Kenny McFerrin Yam
Kurtis Wilder Suz
EX
Rob Ely Yam
Mike Garrison Yam
Robert Francesco Yam
100
NOV & JR
Steve Gould Yam
Darin Land Yam
Bert Stephens Yam
EX
Mike Vital Hod
Mark Wilder Suz
Jesse Torres Yam
125
NOV
John Longinotti Yam
Darrell Rowlett Yam
JR
Brett Butterfield Yam
Tim Pritchard Yam
125
EX
Bill Formby Yam
Jack Jones Suz
Scott Dinkins Suz
175-200
NOV & JR
Rodger Lady Yam
Robert Cotner Bul
EX
Kent Bowser C-A
NA -
Ricky Hicks Bul
250
NOV
John Burnett Yam
Jerry Ellsworth Yam
Tim Holcomb Suz
JUNIOR
NA -
NA -
Tim Pritchard Suz
EX
Steve Monger Yam
Frank Adamo Yam
Bill Formby Yam
360-500
NOV & JR
Ed Prince Mai
David Hill Mai
Joe Miller Yam
EX
Craig Scroggins Yam
Paul Anderson Yam
Shawn Leipold Hon
OPEN
Sam Matthews HD
Frank Adamo Yam
Shawn Leipold Yam

**TT & HM**
**Corona, Calif.**
**May 5, 1976**
**By Elaine Jones**

| | |
|---|---|
| TT | |
| MINI +21 | |
| Lou Gimenez | Hon |
| Ken Conover | Kaw |
| Paul Smith | Hon |
| MINI | |
| Chris Cannon | Yam |
| Gene Brown | Yam |
| Bob Garabedian | Yam |
| 125 NOV DIV I | |
| Robby Robison | Yam |
| Steve Karsten | Yam |
| Bart Grisham | Yam |
| 125 NOV DIV II | |
| David Cote | Suz |
| Jeff Johnson | Yam |
| Scott Oliver | Yam |
| 125 AM/EX | |
| Mike Tidwell | Yam |
| Robert Pfetzing | Yam |
| Don Acker | Hon |
| 250 NOV DIV I | |
| Cliff Mathews | C-A |
| Jeff Wise | Yam |
| Frand Scilippi | Yam |
| 250 NOV DIV II | |
| Roy Stafford | Kaw |
| Carl Wangrud | Yam |
| Rob Selvy | Yam |
| 250 AM | |
| David Callaway | Kaw |
| Bobbi Hunter | Yam |
| Brian Theunissen | Hon |
| 250 EX | |
| Mike Allen | Yam |
| Mike Tidwell | Yam |
| Mike Minnig | Yam |
| OPEN NOV | |
| Jim Petman | Yam |
| Carl Pfetzing | Yam |
| Dennis Pinheird | Suz |
| OPEN AM | |
| Fred Conover | Kaw |
| Wayne Melanson | Yam |
| Gary Pettis | Bul |
| OPEN EX | |
| Mike Laney | Yam |
| Brian Tolson | Bul |
| Harold Buckmaster | Yam |
| MONEY RACE | |
| Mike Laney | Yam |
| Mike Tidwell | Yam |
| Jeff Allison | Yam |
| HALF MILE | |
| MINI DIV I | |
| Chris Cannon | Yam |
| Darrin Hulbert | Yam |
| Todd Brown | Yam |
| MINI DIV II | |
| Frank Armendariz | Hon |
| Bob Garabedian | Yam |
| Paul Smith | Hon |
| 125 NOV DIV I | |
| Mike Paulson | Yam |
| Steve Karsten | Yam |
| Jeff Johnson | Yam |
| 125 NOV DIV II | |
| Robby Robison | Yam |
| Bart Grisham | Yam |
| Larry Penrod | Yam |
| 125 AM/EX | |
| Mike Tidwell | Yam |
| Danny Perkins | Hon |
| Robert Yorba | Yam |
| 250 NOV | |
| Chris Choisser | Yam |
| Cliff Mathews | C-A |
| Jim Beck | Yam |
| 250 AM | |
| Cliff Whetstone | Yam |
| David Callaway | Kaw |
| Bobbi Hunter | Yam |
| 250 EX | |
| Wayne Rainey | Yam |
| Mike Tidwell | Yam |
| Mike Allen | Yam |
| 250 TWIN | |
| Ken Renner | Yam |
| Mike Baeder | Yam |
| Stan Kinsey | Yam |
| OPEN AM DIV I | |
| Fred Conover | Kaw |
| Mike Baeder | Yam |
| Denny Aguirre | Kaw |
| OPEN AM DIV II | |
| Don Driggs | Tri |
| Gary Pettis | Bul |
| Ray Lovell | Yam |
| OPEN EX | |
| Vern Maxwell | Yam |
| Steve Miller | Yam |
| Rich Plueger | Yam |
| MONEY RACE | |
| Wayne Rainey | Yam |
| Jim Wright | Yam |
| Mike Tidwell | Yam |

**Escape Cntry MX**
**Trabuco Cyn., Calif.**
**May 9, 1976**

| | |
|---|---|
| MINI CLASS | |
| Rudy Dickinson | Hon |
| Paul Denis | Ind |
| SUPER MINI 1st DAY | |
| Jerry Faust | Hon |
| Jeff Cordeiro | Yam |
| John Brown | Yam |
| SUPER MINI BEG | |
| Mike Brown | Yam |
| Greg Hamilton | Yam |
| Jeff EaryYamSUPER MINI | |
| Leon Ebargaray | Hon |
| David Hooper | Hon |
| SUPER MINI INT | |
| Donny Berry | Yam |
| Ronnie Eversole | Yam |
| SUPER MINI EX | |
| Bobby McGregor | Yam |
| SUPER MINI PRO | |
| Eric Stone | T&M |
| 100 1st DAY | |
| Barrie Thompson | Suz |
| 100 NOV | |
| Mike Diego | Yam |
| 100 INT | |
| Mike Auer | Hon |
| 125 1st DAY | |
| Scott McGarry | Yam |
| Guy Spencer | Hon |
| Chuck Hinkle | Yam |
| 125 BEG | |
| Shawn Hughes | Hon |
| Rick Huth | Yam |
| Larry Nelson | Hon |
| 125 NOV | |
| Rick Melgren | Hon |
| Kave Behlings | WH |
| Danny Shaw | Hon |
| 125 INT | |
| Chris Fortier | Hon |
| Kelly Walker | Hon |
| Chris Haines | Hon |
| 125 EX | |
| Paul Schones | Hon |
| 250 1st DAY | |
| Rick Frontino | Suz |
| Jeff Travis | CB |

| | |
|---|---|
| Dave Arrones | Suz |
| 250 BEG | |
| Phillip Faust | Hon |
| Tim Dailey | Yam |
| 250 INT | |
| Nick Morita | Hon |
| 250 EX | |
| Mark Marinez | Mai |
| Stephen Pigage | Hon |
| OPEN BEG | |
| Fred Cline | Suz |
| OPEN NOV | |
| Ben Taylor | Mai |
| OPEN INT | |
| Bob Perez | Mai |
| Bob Savage | Mai |
| OPEN EX | |
| Andy Bolander | CZ |

**Escape Cntry MX**
**Trabuco Cyn, Calif.**
**May 8, 19766**

| | |
|---|---|
| MINI CLASS | |
| Manny Dominguez | Hon |
| SUPER MINI 1st DAY | |
| Nick Ackley | YZ |
| Mike Tall | Hon |
| Clay Strittmatter | Hon |
| SUPER MINI BEG | |
| Duane Headworth | Yam |
| SUPER MINI NOV | |
| Doug Lange | Yam |
| John Whitfield | Yam |
| SUPER MINI INT | |
| Mike Brown | HC |
| 100 BEG | |
| Jeff Russell | Yam |
| 100 NOV | |
| Greg Kehoe | Hon |
| 125 1st DAY | |
| Danny Schlossberg | Yam |
| Orlanc Moore | Suz |
| Harry Reynolds | Zun |
| 125 BEG | |
| Stu Ackley | Yam |
| Kevin Norby | Hon |
| 125 NOV | |
| Phil Carter | Hon |
| Dale Borges | Hon |
| Randy Rogers | - |
| 125 INT | |
| Bob Walker | Hon |
| 250 1st DAY | |
| Mike Geiger | CZ |
| 250 BEG | |
| Arnold Dearcos | CZ |
| Dane Bebermeyer | Yam |
| 250 NOV | |
| Gary Pollitt | CZ |
| 250 INT | |
| Jerry Benson | Mai |
| OPEN 1st DAY | |
| Oran Underhill | Yam |
| OPEN NOV | |
| David Strandberg | Hon |
| OPEN EX | |
| Tim Turner | Yam |

**CMC MX**
**Irwindale, Calif.**
**May 7, 1976**
**By Tom Blattler**

| | |
|---|---|
| MINI JR I | |
| Bill Ewing | Hon |
| Steve Baca | Yam |
| Barry Kelperis | Yam |
| MINI JR II | |
| Jim Simmons | Yam |
| Jack Essen | Yam |
| K.C. Cole | Hon |
| MINI EX | |
| Jim Holley | Yam |
| Rick Simmons | Yam |
| Rex Smith | Yam |
| 100 JR | |
| Angel Montoya | Yam |
| Alex Cruz | Hon |
| Jim Alexander | Yam |
| 125 JR I | |
| Dave Behlings | Hon |
| Jim McIntosh | Hon |
| Bob Lumley | Yam |
| 125 JR II | |
| Chuck Okimoto | Hon |
| David Coyle | Yam |
| Greg Bedford | Hon |
| 125 JR III | |
| Marc Ito | Hon |
| Dave Beckner | Yam |
| Sam Dettore | Yam |
| 125 INT | |
| Bill McFarland | Hon |
| Terry Clanton | Hon |
| Darrell Hutchins | Hon |
| 250 JR I | |
| Greg Sorensonn | Hon |
| Jeff Percell | Hon |
| Gary Eigenhuis | Hon |
| 250 JR II | |
| Dave Haagsma | Suz |
| Victor Gallina | Mai |
| Greg Hamilton | Yam |
| 250 INT | |
| Rick Sanders | Mai |
| Chito Martinez | Yam |
| Bill Petras | Mai |
| 500 JR | |
| Jeff Tauzin | CZ |
| Thom Miller | CZ |
| Bruce Bridgham | CZ |
| 500 INT | |
| Dave Hensche | Mai |
| Ben Taylor | Mai |
| Shawn Underwood | Yam |
| OVER 30 | |
| Gary Colbert | Mai |
| Jim Francis | Yam |
| Dave Grofoot | Yam |
| 125 PRO | |
| Gary Denton | Hon |
| Dave Pessy | Hon |
| John Atwood | Yam |
| 250 PRO | |
| Dave Carlson | Mai |
| Val Tamietti | Mai |
| Jeff Vidic | Mai |
| 500 PRO | |
| Bill Rubly | Mai |
| Chuck Lunde | Mai |
| Gene Martin | Mai |

### CMC HS MX
### South Bay Park Speedway
### Chula Vista, Calif.
### May 5, 1976
### By James Brammer

| | |
|---|---|
| 125 PRO | |
| John Tessitore | Hon |
| Randy Hess | FMF |
| Steve Bartley | Hon |
| 250 PRO | |
| Mike Tripes | D&G |
| Michael Stearns | Suz |
| Mike McGowen | Hus |
| 500 PRO | |
| Marty Moates | Rok |
| Dan Steele | Suz |
| Chip Howell | Hus |
| MINI EX | |
| Scott Burnworth | Yam |
| Mike Cady | Yam |
| John Simpson | Yam |
| MINI JRS | |
| Scott Brady | Yam |
| Grant Barrows | Yam |
| Dale Tomevi | Yam |
| 100 JRS | |
| Tom Holland | Suz |
| Dan Tron | Hon |
| Scott Burnworth | Yam |
| 125 INT | |
| Terry Shekell | Yam |
| Vincent Kreizinger | Hon |
| George Speck | Yam |
| 125 JR 1st DAY | |
| John Sotelo | Yam |
| Bob Haro | Hon |
| Carl Salazar | Hon |
| 125 JR 2nd DIV | |
| Tom Holland | Suz |
| Don Brown | Hon |
| Randy Morero | Yam |
| 125 JR 3rd DIV | |
| Joe Holt | Hon |
| Scott Cross | FMF |
| Bill Curran | Hon |
| 250 INT | |
| Rodney Miller | Suz |
| Brian McNamara | Mai |
| Mike Wolfe | Suz |
| 250 JR 1st DIV | |
| Charles Trent | Suz |
| Brian Webster | Oss |
| Robbie Storrs | Bul |
| 250 JR 2nd DIV | |
| Mark Uyda | Yam |
| Michael Coleman | Suz |
| Mike Allen | Bul |
| 500 INT | |
| Jack McCormick | Suz |
| Dan Lounsbury | Mai |
| Paul Turner | Suz |
| 500 JR | |
| Jim Ribly | Suz |
| John Hillman | Suz |
| John Hartnett | Yam |

### CRC - Osteens
### May 9, 1976
### By "Mad Mary"

| | |
|---|---|
| MINI BEG | |
| Foxy Joe Morris | Yam |
| Kirk Williams | Hon |
| Rick Jackson | Hon |
| MINI NOV | |
| Kevin Bowman | Hon |
| Tony Barbacovi | Yam |
| MINI EX | |
| Kavin Bowden | Hon |
| Frank Buffa | Hon |
| Shan Anderson | Yam |
| WOMANS DIV | |
| Carey Steiner | Hon |
| Lynn Musgrove | Yam |
| Dorothy Bowen | Yam |
| 100 NOV | |
| Rich Maebe | Yam |
| 125 BEG | |
| Larry Francis | Bul |
| Jim McIntosh | Hon |
| James McGowen | Yam |
| 125 EX | |
| Dave Eropkin | Hon |
| Gary Scheidler | Yam |
| Pat Delligatta | Hon |
| 250 OPEN INT | |
| Greg Stone | Yam |
| Gordon Newman | Bul |
| Steve Stewart | Suz |
| 125 INT | |
| Bob Brammer | Yam |
| Chuck Warren | Yam |
| John Wilson | Hon |
| 125 NOV | |
| Jeff Musoline | Hon |
| Steve Rosada | Suz |
| Bruce Walker | Hon |
| 250 BEG | |
| Tim Kneifl | Suz |
| John Flynn | Suz |
| Kirk Cartwright | CZ |
| 250 NOV | |
| Dave Roark | Bul |
| OPEN BEG | |
| Ray Hill | Kaw |
| Mark Prziborowski | Yam |
| Bill Childers | Suz |
| OPEN NOV | |
| Lynn Worley | Suz |
| Rick Nelson | Yam |
| VET SR | |
| Carlos Marin | MA |
| David Crofoot | Yam |
| Jess McIntosh | Hon |
| VET JR | |
| Gerry Steiner | Mai |
| Bill Burkhart | Yam |
| Les Bishop | Yam |
| 250 EX | |
| Dave Eropkin | Hon |
| Ron Tebbs | Yam |
| Gary Knieper | Mon |
| OPEN EX | |
| Hal Strauss | Mai |
| Ken Ratzloff | Mai |
| Jack Hagard | Suz |

### Canyon Raceway MX
### Phoenix, Ariz.
### May 2, 1976
### By Larry Owen

| | |
|---|---|
| PEE WEES | |
| Eric Goodrich | Hon |
| Dan Cole | Yam |
| Jason Yarbrough | Yam |
| MINI BEG | |
| Bob Gunder | Yam |
| J.D. Kimbrell | Yam |
| Todd Whittington | Hon |
| MINI NOV | |
| John Burt | Yam |
| Phil Laurence | Yam |
| Frank Landino | Yam |
| MINI AM | |
| Drey Dircks | Yam |
| Mike Erwin | Yam |
| Bob White | Yam |
| MINI EX | |
| Scott Reddell | Yam |
| Greg Conradson | Yam |
| 100 NOV | |
| Greg Conradson | Yam |
| Mark Nicholas | Suz |
| Bill Kimbrell | Hod |
| 125 BEG I | |
| Bret Smith | Yam |
| Don Drummond | Suz |
| Scott Johnson | Hon |
| 125 BEG II | |
| Tim Tyler | Hon |
| Sam Hilliard | Hon |
| Lonnie Boaz | Kaw |
| 125 NOV | |
| Tim Nolte | Yam |
| Mike Poppe | Yam |
| Kenny Bates | Yam |
| 125 AM | |
| Dave Erwin | Hon |
| Scott Andrist | Hon |
| Bill Sawyer | Hon |
| 250 BEG | |
| Dave Nelson | Suz |
| Odean Hefta | C-A |
| Gary Sherman | Kaw |
| 250 NOV | |
| Dana Marlar | Mai |
| David Stockton | Kaw |
| Bill White | Kaw |
| 250 AM | |
| Chuck Priddy | Yam |
| Kenny Dallas | Yam |
| Corky Pond | Hon |
| OPEN NOV | |
| Carl Muldner | CZ |
| Mike Blaunt | Suz |
| Chris Bari | Hus |
| OPEN AM | |
| Mark Hawkins | Hus |
| Bill Mason | Hus |
| Jeff Randall | CZ |
| TURKEYS | |
| Mark Erkenberry | Yam |
| Marvin James | Yam |
| Mando Lucio | Hon |
| OLD TIMERS | |
| Marvin James | Yam |
| John McQuitty | Mon |
| Dan King | Kaw |
| 125 EX | |
| Dave Craford | Hon |
| Chappy Blose | Hon |
| Jerry Bagby | Hon |
| 250 EX | |
| David Anderegg | Suz |
| Andy Frola | Bul |
| Duane Davenport | Yam |
| OPEN EX | |
| Robert Brawner | Kaw |
| Randy Brawner | Kaw |
| Tom Pulver | Kaw |

### Ascot ½ Mile
### May 14, 1976
### By Maureen Lee

| | |
|---|---|
| DASH | |
| Alex Jorgensen | Nor |
| Ted Davidson | Yam |
| Pat Guthrie | Tri |
| NOV MAIN | |
| Eddie Lawson | Bul |
| Randy Mamola | Yam |
| Tim McWhorter | Yam |
| JR EX MAIN | |
| Alex Jorgensen | Nor |
| Ted Davidson | Yam |
| Randy Gibbs | Yam |

### Moreno Valley M.C. MX
### DeAnza Cycle Park
### Sunnymead, Calif.
### 5-2-76
### By Gus

| | |
|---|---|
| 125 PRO | |
| Clint Carman | Hon |
| Rich Shroyer | Suz |
| Brian Myerscough | Yam |
| 250 PRO | |
| Keith Patten | Yam |
| Mike Slater | Suz |
| Ken Ehlers | Suz |
| 500 PRO | |
| Terry King | Bul |
| 125 INT | |
| Danny Burtt | YZ |
| Craig Gormley | Yam |
| Dave Winters | Hon |
| 250 INT | |
| David Sliphens | Yam |
| David Planch | Kaw |
| Greg Stone | Yam |
| 500 INT | |
| Buster Lawrence | Suz |
| VETS | |
| R.E. Harris | Hus |
| James Lloyd | Mai |
| 125 JR | |
| Mickey McDougal | Yam |
| Jeff Clark | YZ |
| Monte Miller | Yam |
| 250 JR | |
| Kim Palmer | Suz |
| Greg Hope | Suz |
| Mike Robinson | Bul |
| 500 JR | |
| Jerry Davidson | Yam |
| Keith Wisegarver | Suz |
| George Travis | Hus |
| 125 BEG | |
| Joe McManis | Suz |
| Kevin Nielsen | Suz |
| Nick Beale | Hon |
| 250 BEG | |
| Greg White | Kaw |
| Walt Olson | Suz |
| Mike Meshkoff | Yam |
| 100 INT | |
| Mark Mooree | Yam |
| 100 JR | |
| Jim Hall | Yam |
| Bob Brewer | Suz |
| 100 BEG | |
| Donald Leath | Kaw |
| MINI EX | |
| Eric Collins | Yam |
| Blythe Boden | Hon |
| MINI JR | |
| Randy Yetto | Hon |
| Chuck Greeson | Hon |
| MINI BEG | |
| Mike McGowen | Yam |
| Jeff Black | Kaw |
| Adam Ledford | Hon |

### V.O.T.E./KCOTA
### School & Trials
### Gorman, Calif.
### May 2, 1976

| | |
|---|---|
| KIDS | |
| B.Burman | Bul |
| R. Norton | Yam |
| T. Norton | Yam |
| BEG | |
| A. Cadotte | - |
| C. Inman | Hon |
| D. Goldstein | Yam |
| NOV | |
| S. Gregoire | Oss |
| D. Bernard | Bul |
| R. Hoerber | Yam |
| TEACHER | |
| T. Burman | Bul |
| R. Spruell | Bul |
| R. Soffa | Bul |

### SRA Speedway
### Ventura, Calif.
### May 11, 1976

| | |
|---|---|
| HANDICAP MAIN | |
| Dave Galvin | |
| Dave Sims | |
| Mark Cherry | |
| DIV TWO MAIN | |
| Steve Rortone | |
| Fred Sidner | |
| SAN BERN. | |
| May 12, 1976 | |
| HANDICAP MAIN | |
| Jim Gresham | |
| Bruce Penhall | |
| Craig Schafer | |
| DIV TWO MAIN | |
| Kevin McDonald | |
| Rick Huckans | |
| IRWINDALE | |
| May 13, 1976 | |
| HANDICAP MAIN | |
| Mark Cherf | |
| Bruce Penhall | |
| Mike Muntean | |
| DIV MAIN TWO | |
| Kevin McDonald | |
| Garnett Thistlewaite | |
| COSTA MESA | |
| May 14, 1976 | |
| HANDICAP MAIN | |
| Dubb Ferrell | |
| Jeff Sexton | |
| Rick Woods | |
| DIV MAIN TWO | |
| Rob Morrison | |
| Randy Seymour | |
| BAKERSFIELD | |
| May 15, 1976 | |
| HANDICAP MAIN | |
| Rod Sexton | |
| Dubb Ferrell | |
| Grant Salyers | |
| DIV MAIN TWO | |
| Mike Peddicord | |
| Mark Smith | |

### D-36 ST
### Lodi, Calif.
### May 7, 1976
### By Ann Carr

| | |
|---|---|
| MINIS | |
| 80 NOV | |
| Aaron Hill | Hon |
| Bryant Gannon | Hon |
| 80 EX JR | |
| Fred Merkel | Hon |
| Bill Arbogast | Yam |
| OPEN NOV JR | |
| Joe Cutts | Yam |
| Brad Summers | Yam |
| OPEN EX | |
| Jeff Masonn | Suz |
| Fred Merkel | Yam |
| Tracy Hays | Yam |
| MAXIS | |
| 100 NOV | |
| Fred Winters | Hon |
| Ben Azevedo | Yam |
| 125 NOV | |
| Richard Arnaiz | Hon |
| Eric Watts | C-A |
| 125 JR | |
| Cory Lewis | Suz |
| Randy Taylor | Yam |
| 175-200 NOV | |
| Perry Donohew | Car |
| George Marshall | Bul |
| 250 NOV | |
| Darrell Thompson | Gri |
| Robert Stockdale | Kaw |
| 250 JR | |
| Billy Marshall | Bul |
| James Green | Yam |
| 250 EX | |
| Kim Jorgensen | C-A |
| Mike DeLacy | Yam |
| Steve Adkins | Suz |
| 360 NOV | |
| Steve Knouf | Bul |
| Alan Proctor | Bul |
| 360 JR | |
| Dennis Kritzer | Hon |
| Steve Ebright | Bul |

### DRA Silver Cup
### California City, Cal.
### May 15, 1976
### By Dale Brown

| | |
|---|---|
| TOP TEN | |
| Bob Balentine | KTM |
| Tom Schell | Suz |
| Allen Meek | KTM |
| Phil Stumbo | CZ |
| Brad Henson | Yam |
| Jeff Cauby | Yam |
| Doug Hurt | Yam |
| Pete Shepard | Yam |
| Lee Wilson | Hus |
| SR EX | |
| Gordon Schmid | Yam |
| Gus Paull | Yam |
| SR NOV | |
| Keith Soesbe | Yam |
| Ken Ellis | Hus |
| Jack Kelly | Yam |
| SR BEG | |
| T.L. Brookshire | Yam |
| PP NOV | |
| Michele Griffin | Hus |
| Jolene Payne | Yam |
| PP BEG | |
| Lori Farmer | C-A |
| Susan Goade | Pen |
| MINI | |
| Kelly Kline | Yam |
| Alan Dryden | Hon |

### Ascot Night MX
### Gardena, Calif.
### May 6, 1976
### By Joel Jamieson

| | |
|---|---|
| MINI EX | |
| Rick Simmons | Yam |
| Dean Cates | Yam |
| Rick Atkins | Hon |
| MINI JR I | |
| Dede Cates | Yam |
| Kevin Hopkins | Yam |
| Randy Ross | DMG |
| MINI JR II | |
| Donald Draskovich | Yam |
| Timmy Shelton | Hon |
| Randy York | Yam |
| 100 JR | |
| Chris Tiner | Suz |
| James Reiman | Hon |
| Ricky Sayers | Yam |
| 125 PRO | |
| David Taylor | DG |
| Mark Tyer | DG |
| Chuck Bower | Hon |
| 125 INT I | |
| Jim Gallagher | FMF |
| Brad Osborne | |
| Tony Dela Sorta | Yam |
| 125 INT II | |
| Doug Nicol | FMF |
| Bob Tocco | Hon |
| Richie Kawana | MM |
| 125 JR I | |
| Jim Ketting | Suz |
| Bob Lumley | Yam |
| Kevin Shimasaki | Hon |
| 125 JR II | |
| Eddie Drake | Hon |
| Mike Stedak | FMF |
| Greg Tiner | Suz |
| 125 JR III | |
| Donald Draskovich | Hon |
| Alan Tomota | Hon |
| Glenn Page | Hon |
| 125 JR IV | |
| Bruce Ziegler | Hon |
| Mark Yatco | Hon |
| Frank Asa | Hon |
| 250 PRO | |
| Dave Carlson | Mai |
| Mike Bell | Hus |
| Bill Rubly | Mai |
| 250 INT | |
| Bill Boyer | Suz |
| Brian Anderson | Kaw |
| Lance Gunn | Suz |
| 250 JR I | |
| Kevin Clark | Yam |
| Ted Waldrup | Mai |
| H.S. Bernard | Suz |

## TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

"Desert Squirrels Trophy Presentation combined with Brush Busters Trophy Presentation, Sat. night, May 22, at the Prospectors Point to Point Run, Fremont Valley dry lake. Live band & free beer! If unable to pick up trophy, call (213) 442-7562, ask for Cliff. (19/2x)

| | |
|---|---|
| 250 JR II | |
| Craig Williams | Suz |
| Chris Dowell | Bul |
| Rick Dewitt | Suz |
| 500 PRO | |
| Bill Rubly | Mai |
| Will Harper | Mai |
| Chuck Lunde | Mai |
| 500 INT | |
| Mark Musgrave | Suz |
| Raymond Woods | Mai |
| Steve Drew | Mai |
| 500 JR | |
| Mitch Shook | Yam |
| Bru ce Bridgham | CZ |
| Mark Smith | Mai |

### D-36 Scrams
### Oakdale, Calif.
### May 9, 1976

| | |
|---|---|
| MINIS | |
| OPEN EX | |
| Jeff Mason | Suz |
| Kirk Brewer | Yam |
| Todd Marshall | Yam |
| OPEN NOV JR | |
| Marvin Lewis | Yam |
| Brad Summers | Yam |
| 80 EX | |
| Larry Winfield | Yam |
| Doug Chandler | Yam |
| Cory Cantaloupi | Yam |
| 80 NOV JR | |
| Eric Lewis | Yam |
| Sean Guthrie | Yam |
| 60 NOV JR | |
| Jeff Tillery | Yam |
| Todd Coca | Hon |
| PEE WEE | |
| Todd Coca | Ind |
| MAXIS | |
| 100 NOV | |
| Steve Orozco | Yam |
| Kevin Hildebrand | Yam |
| Tim Wallace | Suz |
| 125 NOV | |
| Don McBride | Suz |
| Tim Ishida | Suz |
| 125 JR | |
| Dwayne Ellis | Yam |
| Randy Loewen | Yam |
| 125 EX | |
| Don Cantaloupi | Yam |
| G. Pietruszkiewicz | C-A |
| 200 NOV | |
| Dale Brewer | Yam |
| Terry Adams | Suz |
| 250 NOV | |
| Ben Voytilla | Suz |
| Terry Huffer | Hon |
| Danny Rose | Suz |
| 250 JR | |
| Dennis Davis | Yam |
| Ryan Seidel | Bul |
| 250 EX | |
| Craig Scroggins | HD |
| Ken Jackson | C-A |
| Dennis Spence | C-A |
| 500 NOV | |
| Kelly Dunnagan | Hon |
| Ranay Wilder | Suz |
| 500 JR | |
| Robert Gomez | Yam |
| Russ Pope | Hon |
| 500 EX | |
| Matt Carothers | Yam |
| Ben King | Yam |
| Dennis Spence | Yam |
| OPEN EX | |
| Terry Sage | Tri |
| Tom Tyrell | Yam |

### D-36 ST
### Lodi, Calif.
### May 8, 1976
### By Ann Carr

| | |
|---|---|
| MINIS | |
| 80 NOV | |
| Aaron Hill | Hon |
| Kelly Berger | Yam |
| 80 JR | |
| Mark Andris | Hon |
| 80 EX | |
| Doug Chandler | Yam |
| Bill Arbogast | Yam |
| OPEN NOV | |
| Dave Drew | Suz |
| Brad Summers | Yam |
| OPEN JR | |
| Marvin Lewis | Yam |
| OPEN EX | |
| Doug Chandler | Hod |
| Tracy Hays | Yam |
| John Rabideau | Yam |
| MAXIS | |
| 100 NOV | |
| Robert Cunnington | Hod |
| Fred Winters | Hon |
| 125 NOV | |
| Dave Busby | Yam |
| Bruce Sanders | Yam |
| Robert Cunnington | Hod |
| 125 JR | |
| Cory Lewis | Suz |
| Dwayne Ellis | Yam |
| 175-200 NOV | |
| Rick Hays | Yam |
| Terry Adams | Suz |
| Perry Donohew | Car |
| 250 NOV | |
| Darrell Thompson | Gri |
| Robert Stockdale | Kaw |
| John Anderson | Suz |
| 250 JR | |
| Brian Thompson | Yam |
| James Green | Yam |
| 250 EX | |
| Steve Adkins | Suz |
| Kim Jorgensen | C-A |
| Johnny Pittman | Bul |
| 360 NOV | |
| Steve Knouf | Bul |
| Tom Hanon | Yam |
| 350-360 JR | |
| Dennis Kritzer | Hon |
| Terry Miller | Hon |
| 360 EX | |
| Mike DeLacy | Yam |
| Mitch Davidson | Kaw |

### DRA Rare
### Desert Scrams
### California City, Calif.
### May 16, 1976
### By Dale Brown

| | |
|---|---|
| OPEN EX | |
| Bob Balentine | KTM |
| Jamie Avels | Yam |
| Dave Wood | Yam |
| OPEN AM | |
| Scott Pfeiffer | Yam |
| Tom Kibbe | Yam |
| OPEN NOV | |
| Tom Mattox | Yam |
| Dan Shepard | Yam |
| Steve Clugston | Yam |
| OPEN BEG | |
| Kevin Cantwell | Yam |
| Mark Nauman | Yam |
| Randy Seematter | Yam |
| 250 EX | |
| Tom Kelly | KTM |
| Kurt Lohmeyer | Bul |
| George Harvey | Hus |
| 250 AM | |
| Bill Tarling | Hus |
| Jeff Cauby | Yam |
| Mitchell Smiley | Suz |
| 250 NOV | |
| Ron Richey | Hus |
| Robbie Voight | Yam |
| Roger Miller | Yam |
| 250 BEG | |
| Steve Brookshire | Yam |
| Blake Fair | Suz |
| Henry Roberts | |
| 0-200 EX | |
| Fred Strong | Yam |
| Brad Henson | Yam |
| 0-2000 AM | |
| Tim Plant | DMG |
| Matt Avance | C-A |
| 0-200 NOV | |
| B. Unhassobiscay | Hon |
| Blaine Midkiff | Yam |
| Todd Whitney | Yam |
| 0-200 BEG | |
| Kent Pfeiffer | Yam |
| Mark Gervais | Yam |
| Paul Ford | Yam |

### CMC MX
### Saddleback, Calif.
### May 16, 1976
### By Joel Jamieson

| | |
|---|---|
| MINI EX | |
| Rick Atkins | Hon |
| MINI JR | |
| Kevin Hopkins | Yam |
| Mike Toycen | Yam |
| Todd Behlings | Yam |
| 100 JR | |
| Ron Lounsbury | RR |
| 500 PRO | |
| Jon Derhammer | Mon |
| Luke Messer | Mai |
| Jeff Eierstedt | Bul |
| 500 INT | |
| Doug Boyd | Suz |
| Mark Musgrave | Suz |
| David Tanis | Bul |
| 500 JR | |
| Phil Davy | Mai |
| Perry Perse | Mai |
| Steve Kerr | CZ |
| 250 PRO | |
| Jeff Jennings | Suz |
| Jon Derhammer | Mon |
| Val Tamietti | Mai |
| 250 INT I | |
| Luc De Ley | Suz |
| Brad Smith | Suz |
| Dean Jocic | Suz |
| 250 INT II | |
| Ted Vandenraadt | Yam |
| Scott Scott | Suz |
| Dennis Brown | Yam |
| 250 JR | |
| Ray Cates | Yam |
| Scott Kinnnier | Yam |
| Rhan Helzer | Yam |
| 125 PRO | |
| Dave Carlson | FMF |
| Alan Smith | FMF |
| John Tessitore | Hon |
| 125 INT | |
| Mike Raines | MM |
| Mike Loper | FMF |
| Tim Tolar | MM |
| 125 JR | |
| Dean Atkins | Hon |
| Ed Tobias | Hon |
| Marc Lester | Hon |

### Roseburg Indoor Championship
### Roseburg, Ore.
### April 30, 1976
### By Lynne Diltz

| | |
|---|---|
| MINI | |
| Drew Roberts | Yam |
| KIDS 100 | |
| Andy Brunn | Hod |
| 125 | |
| Joe Guider | Hon |
| 200 | |
| Warren Bolton | Bul |
| 250 | |
| Sam Armfield | Bul |
| MENS MINI | |
| Loren Bennett | Hon |
| OPEN | |
| Brad Hurst | CZ |
| MAINS | |
| MINI A | |
| Drew Roberts | Yam |
| Dan Bennett | Hon |
| Tom McCallum | Hon |
| MINI B | |
| Clifford Phillips | Yam |
| John Miller | Suz |
| Tommy King | Yam |
| MINI C | |
| Bobby Myhrvold | Yam |
| Jeff Miller | Suz |
| Barry Pelkey | Yam |
| MINI D | |
| Robbie Pont | Yam |
| Evan Austin | Suz |
| Don Fowler | Yam |
| KIDS 100cc | |
| A MAIN | |
| Joe Diltz | Suz |
| Bill Davis | Suz |
| Cliff Allen | Yam |
| B MAIN | |
| Mike McCallum | Hon |
| Mark Willaman | Suz |
| Ryan Fischer | Yam |
| C MAIN | |
| Rick Bradley | Kaw |
| Ed Kingslein | Hod |
| D MAIN | |
| Robert Speck | Suz |
| 125 classes | |
| A MAIN | |
| Joe Guider | Hon |
| Jim Torbey | Suz |
| Karl Hibbard | Hon |
| 125 B | |
| Ken Copeland | Kaw |
| Dennis Miller | Suz |
| 125 C | |
| John Roberts | Yam |
| Don Davidson | Suz |
| 125 D | |
| Dan Taylor | Suz |
| A MAIN | |
| Warren Bolton | Bul |
| Terry McCullough | Bul |
| Sam Armfield | Hon |
| 200 B | |
| Del Seitzinger | C-A |
| Larry Melton | Bul |
| Larry Bruhn | Hon |
| 250 A | |
| Scott Nelson | C-A |
| Brett Howard | Kaw |
| Sam Armfield | Bul |
| 250 B | |
| Bob Mahr | Bul |
| Doug McWilliams | Bul |
| Ron Mooney | Kaw |
| 250 C | |
| John Hardy | Bul |
| Joe Guider | Kaw |
| 250 D | |
| Cecil Arispe | Kaw |
| MENS MINI A MAIN | |
| Loren Bennett | Hon |
| Larry McLane | Hon |
| John Denny | Suz |
| SEMI PRO MAIN | |
| Brad Hurst | CZ |
| Bill Oliver | Yam |
| Jeff Campbell | Bul |

### Saddleback MX
### Orange, Calif.
### May 1, 1976

| | |
|---|---|
| 125 EX | |
| Brad Dutoit | Hon |
| Floyd Burk | TM |
| Tom Settle | MCE |
| 250 EX | |
| Ron Turner | Suz |
| Rick Asch | C-A |
| Jerry Trojnar | Mai |
| OPEN EX | |
| Will Harper | Mai |
| Robert Zingg | Suz |
| Jack Hazard | Suz |
| 125 INT | |
| Brett Meyer | Hon |
| Mick Rauch | Yam |
| David Gomez | Hon |
| 125 JR | |
| Kevin Kelso | Hon |
| Mark McHenry | Yam |
| Dan McLeod | Hon |
| 125 BEG | |
| Bill Gorington | Yam |
| John Hackson | Hon |
| Rob Miller | Suz |
| 250 INT | |
| David Swamburg | Yam |
| Jeff Chausen | Suz |
| Mike Godfrey | Kaw |
| 250 JR | |
| Jeff Lysdale | Suz |
| Tom Daversa | Mai |
| Brad Vandenburg | Hus |
| 250 BEG | |
| Doug O'Brien | Suz |
| Craig Durfee | Suz |
| Rick Vasquez | Yam |
| OPEN INT | |
| Randy Lester | Bul |
| Marino Bastionela | Mai |
| OPEN JR | |
| Tim Turner | CZ |
| John Belton | Hus |
| Allen Gorington | CZ |
| MINI BEG | |
| Rick Simmons | Yam |
| Mike Rye | Yam |
| Warren Schammer | Hon |

**CMC RR**
**Ontario M.S.**
**Ontario, Calif.**
**May 2, 1976**
**By Irving Berlitz**

125 PROD
John Ulrich DKW
Jim Lester DKW
Jojo Gunn DKW
200 PROD
Frank Callinicos Yam
Bob Seifert Kaw
William Gunn Pen
250 PROD
Mark Homchick Yam
Ron Hlavka Yam
Kevin Anders Yam
350 PROD
John Gloverr Yam
Bill Henry Yam
Peter Tsmura Yam
500 PROD
Dick Fuller Yam
Alan Gingerelli Yam
Mike Velasco Kaw
OPEN PROD
Ken Gill Kaw
50 GP
Bob Nolan Vil
Dave Goux IJ
Jim Ahrens Sac
100 GP
Flem Juliussen Kaw
Jeff Pasternak Ang
Robby Robinson Yam
125 GP
John Lassak Yam
Peter Kushdillian Yam
Art Friedman Yam
200 GP
Frank Callinicos Yam
Bob Seivert Hon
Maxwell Everyready Bea
250 GP
Harry Klinzmann Yam
David Emde Yam
Dick Fuller Yam
350 GP
Harry Klinzmann Yam
Steve Lang Yam
John Gidney Yam
500 GP
Dick Fuller Yam
Bob Hyman Yam
William Lewis Mat
OPEN GP
Bob Endicott Yam
Dick Hammer Yam
Jim Lester DKW
CAFE
Franklin Guz
Eddie Lawson -
Mike Raney Yam
SUPER CAFE
Pat Beacom Kaw
Chuck Strohmenger Yam
Leland Nakagawa Kaw
OPEN 4-STROKE GP
Cook Nielson Duc
David Breetwor Tri
Franklin Guz
600 4-STROKE GP
Art Friedman Hon
William Lewis Mat
Jim Lester DKW

**Capital City Nite MX**
**Austin, Tex.**
**April 23, 1976**
**By Greg Labbe**

125 INT
Billy Harrison Hon
Donnie Moore Yam
Mark Brown Hon
125 NOV A
Tom Holtan Hon
Steve Hoyer Hon
Dean Waskowiak Yam
125 NOV B
Darren Jeffcoat Hon
Rex Weed Hon
Jerry Kamp Hon
250 AM
Mitch Mitchell Yam
Chuck Loftin Yam
Clifton Pennington Suz
OPEN AM
Scott Elliott Hus
Mike West Yam
David Parker Yam
MINI
Harry Layer Yam
Frank Tello Yam
Billy Copeland Yam
100 AM
Ed Carey Hon
Kirk Hanna Yam
Dicky Tillman Hon
125 EX
Chuck Sun Hus
David Daniels Yam
Ricky Blackwell Hon
250 OPEN EX
Chuck Sun Hus
Roger Brown C-A
Gary Parker C-A

**Gila Bend GP**
**Gila Bend, Ariz.**
**May 2, 1976**
**By David Coates**

OVERALL EX
Austen Haydis Yam
Rex Harelson Yam
Will Barrier Yam
OVERALL AM
Clyde Stewart Suz
Gary Baily Yam
Grover Ward Hus
125 EX
Earl Roeseler Har
175 EX
Jim Harsha Hus
250 EX
Austen Haydis Yam
Rex Harelson Yam
Marty Haak Hus
OPEN EX
Will Barrier Yam
Dave Miller Hus
Ted Fields Yam
OPEN AM
Clyde Stewart Suz
Grover Ward Hus
Ray Brown Hus
OLD TIMERS
Nile Downer Yam
John Dios BSA
250 AM
Mike Klatt Hus
Charles Flynn Pen
Jack Shepard Hon
125 AM
Gary Baily Yam
Evan Wallen Hon
Jim Swier Hon
OPEN NOV
John Dyre Yam
Barry Jones Hus
Glenn McMinn Mai
175 AM
Bob Meeks Hus
Robert Labadie Hon
John Poulson Yam
250 NOV
Chuck Neely Yam
Edward Hooper Yam
Harry Kirby Hon
OPEN BEG
Paul Marciano Yam
David Duvall Suz
Doug Arbogast Suz
125 BEG
Rick Whitaker Hon
Frank Nichols Hon
Tad Crowe Hon
TRAIL BIKES
Jack Ball Hod
Mark Sutton Hod
PP
Sandra Anthony Hon
125 NOV
Bob Mikkelen Hus
James Vowell Hod
Steve Moorhead Suz
250 BEG
Mickey Broussard Yam
Charles Marsh Hus
Walter Nash Bul

**D-36 ST**
**Lodi, Calif.**
**May 1, 1976**
**By Ann Carr**

MINIS
80 NOV
Aaron Hill Hon
Bryant Gannon Hon
80 JR
Gary Blodgett Yam
Kelly Woods Hon
80 EX
Fred Merkel Hon
Tracy Hays Yam
Tony Deatherage Yam
OPEN NOV
David Drew Suz
OPEN JR
Don Kelso Suz
Marvin Lewiss Yam
OPEN EX
Jeff Mason Suz
Tracy Hays Yam
125 NOV DIV A
Bill Easterling Yam
Glen Herrera Yam
Lloyd Arrow Yam
125 NOV DIV B
Ottis Lance Hon
Darin Jeffcoat Hon
Rex Weed Hon
125 INT
Robby Jones Hon
David DiCorte Yam
Neill Cooper -
250 NOV
Alan Davis Suz
Lloyd Longmire Pen
Gus Alvarez Suz
250 INT
Bruce Finley Hus
Bob Bowden C-A
Greg Labbe Pen
OPEN NOV
Bill Davis Yam
Jonathan Kirby Suz
Charlie Backus Suz
125 EX
Dicky Turnbo Yam
David Daniels Yam
Pat Adamson Hon
250 EX
Roger Brown C-A
Mitch Mitchell Yam
Doug Archer Bul
OPEN EX
Roger Brown Yam
Jerry Symank Suz
Dean Mizes Suz

**Pleasure Island Cycle Park**
**Port Arthur, Tex.**
**May 2, 1976**
**By Mark Knowles**

MINIBIKE JR
Bob Waldron Yam
Chad Baker Hon
Mark Ridlen Hon
MINI SR
Kevin Jones Yam
Bob Waldron Yam
Scott Buccanyi Yam
OVER 30
Randy Blackwell Suz
Lawrence Lucia CZ
Bobby Ponnel Suz
100 NOV
Phil Drew Suz
EX
Chip Stewart Yam
Bill Eddy Yam
rry Pate Yam

**Lake Whitney HC**
**Whitney, Tex.**
**May 2, 1976**
**By Diane Polley**

MINI MINI
John Blanton Cha
David Almond Yam
Kevin Cook Rup
MINI
David Chandler Yam
Mike Polley Yam
Ronny Dahl Hon
PP
Teresa Provazek Byl
Linda Wilhite Yam
Edna Elkins Byl
125 STREET
James Blanton Hon
Tom Anderson Suz
Gary Hecox Hon
250 STREET
Tom Anderson Suz
Eugene Johnson Suz
Jerry Cruise Hon
OPEN STREET
Jesse Whitt Yam
Joe Provazek Kaw
Robert Dahl Hon
100
Charlie Goodknight Kaw
Troy Bullock Kaw
Johnny Newman Kaw
125
Tracy Davidson Yam
Sunny Holmes Hon
Robert Alford Hon
200
Tommy Elkins Bul
Sunny Holmes Bul
Norris Meeks Bul
250
Duffy Douglas Yam
Henry Polley Suz
Will Alford Bul
350
Will Alford Bul
Tony Hudson Hon
Dave Corbin Kaw
500
Cleve Martin Bul
Will Alford Bul
200 NOV
Hal Hook C-A
Pat Carey Yam
Garry Bedford Suz
250 NOV
Larry Thoecki Yam
Ricky Burton Gri
James Woods Yam
250 JR
Robert Stockdale Kaw
Darrell Thompson Gri
Gary Gallagher C-A
250 EX
Kim Jorgensen C-A
Jeff Eide Yam
Dennis Spence C-A
360-500 NOV
Jerry Kennedy Yam
Dan Armstrong Hon
Brian Sanders Bul
360-500 JR
Dan Rackley Suz
Duane Larson Kaw
360 EX
Dennis Kritzer Hon
Steve Brandt Yam
500 EX
Dennis Spencee Yam
Sal Hoffman Yam
Dallas Davis Yam
OPEN NOV
Tom Peterson Tri
Al Dehoyos Tri
OPEN JR
Bruce Rollin Tri
Jack Pfeifer Tri
OPEN EX
Steve Hall BSA
Rick Otto Tri
Duane Spence Tri
BLACK PLATE
Alex Jorgensen BSA

**Helvetia MX**
**Sacramento, Calif.**
**May 2, 1976**

70-80 NOV
Gene Franklin
Tim Rosenberg
Craig Vlahos
70-80 EX
Jimmy Robertson
Kendell Powers
Dan Fernandas
OLD TIMERS
Frank Hicks
Bob Mars

## SRA TEAM
## Speedway Leading Scorers

| As of May 10, 1976 | Matches | Rides | Team Pts. | Bonus | Total | Ave. |
|---|---|---|---|---|---|---|
| 1. Mike Bast, L.A. | 6 | 30 | 80 | 2 | 82 | 13.66 |
| 2. Rick Woods, O.C. | 7 | 34 | 77 | 2 | 79 | 11.28 |
| 3. Jeff Sexton, Bak. | 6 | 34 | 56 | 8 | 64 | 10.66 |
| 4. Jim Fishback, S.B. | 7 | 33 | 67 | 7 | 74 | 10.57 |
| 5. Bruce Penhall, L.A. | 6 | 29 | 57 | 6 | 63 | 10.50 |
| 6. Bill Cody, O.C. | 7 | 33 | 66 | 6 | 72 | 10.28 |
| 7. Dubb Ferrell, Bak. | 6 | 29 | 56 | 4 | 60 | 10.00 |
| 8. Larry Shaw, S.B. | 7 | 33 | 64 | 5 | 69 | 9.85 |
| 9. Steve Nutter, Bak. | 6 | 28 | 58 | 1 | 59 | 9.83 |
| 10. Alan Christian, O.C. | 7 | 32 | 61 | 5 | 66 | 9.42 |

Tony Deatherage Yam
MAXIS
100 NOV
Joe Cunnington Hod
Robert Cunnington Hod
125 NOV
Scott Rasmussen Hon
Bruce Sanders Yam
Eric Watts C-A
125 JR
Brian Thompson Yam
Randy Taylor Yam
125 EX
Richard Woods Hon
Gary Pietruszkiewicz C-A
200 NOV
Terry Adams Suz
Pat Carey Yam
250 NOV
Robert Stockdale Kaw
Scott Rasmussen Hon
Darrell Thompson Gri
250 JR
Brian Thompson Yam
James Green Yam
Gary Gallagher C-A
250 EX
Rusty Davis Yam
Mike Delacy Yam
Johnny Pittman Bul
360 NOV
Tom Hason Yam
Guy Mullins Hon
Steve Knouf Bul
360 JR
Dennis Kritzer Hon
Frank Souza Bul
360 EX
Dave Faria Yam
Steve Brandt Yam
Jim Mertens Yam

**Austin MX Park**
**Austin, Tex.**
**May 2, 1976**
**By Greg Labbe**

MINI JR
Byron Chappa Yam
Tommy Tommerlin Yam
Glen Muehlstein Hon
MINI SR
Frank Tello Yam
Harry Layer Yam
Kyle Landrum Yam
100 NOV
Jack Beckham Suz
Dicky Tillman Suz
David Lassetter Suz
Bobby Meche Yam
Ronald Terrell Suz
100 AM
Byron Etis Suz
Barry Myers Suz
David Lichenstein Suz
125 NOV
Dickey Rylind Hon
Shannon Ratcliff Hon
Drake Trim Suz
125 AM
Craig Schrader Hon
Chris Serres Hon
Keith Ritchie Yam
250 NOV
Barry Meyers Suz
Tim Myers Yam
Buck Stephens Mai
250 AM
Shane Book Suz
Charles Terrell Yam
James Sims Hus
OPEN AM
Rick Aycock Yam
Bob Mallett CZ
Danny Averitt Yam
COMB EX
Joe Wright Suz
Gerald Hoffpauir Suz

**Barren Fork MX**
**Talequah, Okla.**
**May 2, 1976**
**By Jack Harwood**

MINI
Jeff Baehler Yam
Todd Baker Yam
Robert Campbell Yam
125 NOV
Rick Peace Suz
Steve Vanzanat Hon
James Goodwin Yam
125 AM
John Day Yam
Wes McLaughlin Yam
Rick Peace Suz
250 NOV
Neal Iverson Mon
Dave Farmer Yam
John Key Suz
250 AM
Chip Day Yam
Mike Fransein Yam
Nick Sunday Suz
OPEN AM
Rob McQuary -
Mike Englen -
Jerry Fanning -
Gary Chandler Yam
1500
Mike Jones Tri
Gary Chandler Tri
Walter Humphries Tri
EXHIBITION
Walter Humphries Tri
Will Alford Bul
Gary Gunn Yam
OVERALL
Gary Chandler Tri
MONEY
Mike Jones Tri
Troy Bullock Kaw
Gary Chandler Yam

**D-36 Scrambles**
**Lodi, Calif.**
**May 2, 1976**
**By Ann Carr**

MINIS
PEE WEE
Brian Davis Hon
80 NOV
Richard Thurman Hon
Scott Rose Rupp
Gary Coitt Ind
80 JR
Kelly Woods Hon
80 EX
Fred Merkel Hon
Bill Arbogast Yam
Larry Winfield Yam
OPEN NOV
Richard Thurman Rup
OPEN JR
Marvin Lewis Yam
Richard Richichi Yam
OPEN EX
Fred Merkel Yam
Tracy Hays Yam
John Rabideau Yam
MAXIS
100 NOV
Greg Hanks Suz
Fred Winters Hon
125 NOV
Richard Arnaiz Hon
Todd Hyske Yam
Dell Goodnight Suz
125 JR
Mario Perez Yam
Duane Ellis Yam
125 EX
Don Cantaloupi Yam
Rick Woods Hon
Gary Pietruszkiewicz C-A
Delno Becker
100 NOV
Toby Qualls
Glen Rosenberg
POWDER PUFF
Lynn Simpson
Bambi Bookout
125 NOV DIV I
Glen Reed
Randy Chapman
Bobby Coker
125 NOV DIV II
Sam Foard
Jim Gwaltney
Mark Howard
125 AM
Jim Deprato
Jim Blagg
Cori Roberts
125 EX
Jerry Brown
Scott Rodgers
Roy Seiler
250 NOV
Leonard Houchins
Pat Haberthor
Tom Lucas
250 AM
Dan Cole
Phil Minahan
Larry Galbach
250 EX
Jim Lesineswski
Kevin Henry
Dave Longcor
OPEN NOV
Mickey Smith
Greg Douglas
Tom Pearson
OPEN AM
Dave Baker
Dan Calhoun
Scott McIntosh
OPEN EX
Delno Becker
Joe Duncan
Todd McIntosh

**CMC Road Race**
**Riverside, Calif.**
**May 8, 1976**
**By Irving J. Berlitz**

125 PROD
John Ulrich DKW
John Glover Yam
Jim Lester DKW
200 PROD
John Chermak Yam
Richard Seifert Kaw
Jojo Gunn DKW
250 PROD
Mark Homchick Yam
Ron Hlavka Yam
Kevin AndressYam350 PRO
Bill Henry Yam
Jay Smith Yam
Robert Lebo Yam
500 PROD
Bill Henry Yam
Alan Gingerelli Yam
Corey Bolton Kaw
750 PROD
David Breetwor Tri
Jeff Steele Hon
Tom Mitchell Duc
OPEN PROD
Ken Gill Kaw
David Gorak Kaw
Glenn Seymour BMW
50 GP
Bob Nolan Vil
Jim Ahrens Sac
Franco Garavoglia Suz
100 GP
Flem Juliussen Kaw
Mike Medrick Kaw
Jeff Pasternak Ang
125 GP
John Lassak Yam
Philippe deLespinay Yam
Bob Rief Yam
200 GP
Jeff Steele Hon
Frank Callinicos Yam
David Bright Hon
250 GP
Mike Baeder Yam
Harry Klinzmann Yam
David Emde Yam
350 GP
David Emde Yam
Harry Klinzmann Yam
Bob Hyman Yam
500 GP
Dick Fuller Yam
Leslie Bishoff Yam
Dennis Spors Yam
OPEN GP
Steve Mallonee Yam
Bob Enditoo Yam
Mike Baeder Yam
OPEN 4-stroke GP
Cook Neilson Duc
Mike Velasco Kaw
David Breetwor Tri
CAFE
Tom Mitchell Duc
David Lowe Kaw
Todd Kim Suz
SUPER CAFE
David Breetwor Tri
Leland Nakagawa Kaw
Jojo Gunn DKW
Kevin Andress Yam
350 PO

**R.A.C.E. HS MX**
**Corona, Calif.**
**May 7, 1976**
**By Dale Teubner**

PP
Janel Colvin Upl
Cheryl Moore Rub
Kathy Murray Nor
MINI NOV
Alan Small Pol
Jim Schneider Pol
Jay Madore Nor
MINI SR
Roger Farr Upl
Scott Wilkinson Nor
Brian Hoffman Pol
100 NOV
Jim Hall A.L.
Scott Bell Nor
Dennis Woolridge Nor
100 INT
Warren Moreno Rub
Scott Wilkinson Nor
Mark Moore A.L.
100 SR
Robin Richey Rub
Mark Jarrett Nor
Regie Barnes Nor
125 NOV
Brent Martin Upl
Steve Feld A.L.
Ruben Alvarado PS
125 INT
Ken Morris A.L.
Ron Martyn Nor
M. Dickherber PS
125 SR
Robin Richey Rub
George Baker Upl
Tim Hoover Upl
175 NOV
Ron Martyn Nor
Chris Anderson Nor
Rick Allsup Nor
175 INT
Ken Morris A.L.
Jim Barker Upl
Danny Demuth Nor
175 SR
George Baker Upl
Greg Sheets Upl
Don Hockett Upl
250 NOV
Mike Dickherber PS
Augie Galaz Upl
Stan Bennett A.L.
250 INT
Jim Lawson Nor
Darrell Ritchey Upl
Bob Thompson PS
250 SR
Scott McCarty Upl
Bill Schneider Nor
Jim Lowe A.L.
500 NOV
Richard Abend Upl
Augie Galaz Upl
Mike Roberts Pol
500 INT
Jim Lawson Nor
Karl Hostetler Upl
Darrell Ritchey Upl
500 SR
Jim Lowe A.L.
Don Snyder Nor
Bill Schneider Nor
UNATTACHED
100 JR
Ray Currie Yam
Tony Apodaca Suz
Matt Gerdes Suz
125 JR
Bobby Hart Hon
John Heers Hon
Mike Petty Hon
250 JR
Dan Seagondollar Yam
125 PRO
David Williams Suz
250 PRO
Tom Karos CZ

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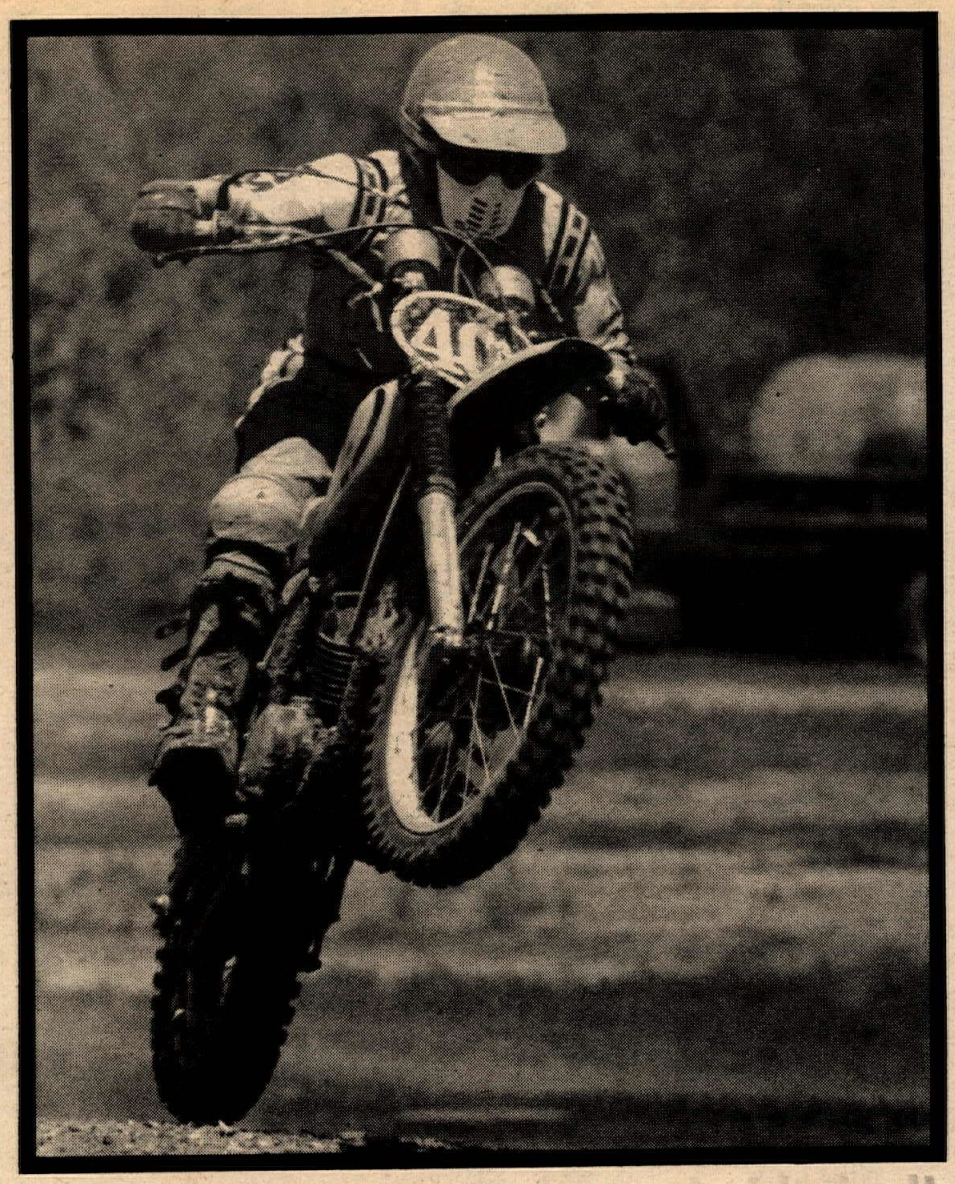
# CENTRAL PIPELINE



The Day brothers, Chip and John, took the 125 and 250 Amateurs at Oklahoma's Barren Fork MX.

PHOTOS BY JACK HARWOOD

## It was a good day at Barren Fork

**By Jack B. Harwood**

TALEQUAH, OK., MAY 2

A decision by the promoter to award AMA points only to the Amateur class put most of the faster racers back to running for trophies and points. The decision was a favorable one for the brothers' day. Thirteen-year-old John Day blasted to a double sweep of the 125cc class while his older brother took an impressive first in the second moto. Nick Sunday faded to a fifth after taking the first moto. Mike Fransein put together one of his better rides with a 3-4 and third overall.

In the thinned-out Expert class, Joe Burke took his Maico from a bad start to first place with a lot of hard work. It went for nothing when his chain broke after getting the holeshot in the final moto. Chip Stewart's double seconds earned the top bucks.

The minibike results were predictable as Jeff Baehler handicapped himself with a bad start, then worked his way to the front in a four-lap event. Baehler took a sweep with a flag-to-flag performance in the second moto. Open Amateur Mike Englen led a three bike race for the first moto flag, only to get off midway through the last lap. Rob McQuary swept the event with a follow-up win in the second moto after taking advantage of Englen's splash in a soft berm. ●

## Chuck Sun under the lights in Austin

**By Greg Labbe**

AUSTIN, TEX., APRIL 23

For those in attendance who had never seen a night motocross before, this last Friday night in Austin was a special and unique evening. People came from as far away as Odessa and Corpus Christi as a contingent of almost 200 riders attended the inaugural "Capitol City Night Motocross." And everyone, including promoter Lee Biggart, was pleasantly surprised by the extremely well lit and well prepared three-quarter mile serpentine which contained within its compact area, plenty of turns (of course), five jumps, a long sweeper, a good uphill with a 30 foot dropaway and good loamy traction everywhere. Spectator viewing was superb as all parts of the track could be seen from the hill-side bleachers.

Much of the evening's excitement came from the speedy Chuck Sun, an Oregon rider who enjoyed considerable success in the Trans-AMA Support class this last fall. He rode an Austin Sportcycles tuned Husky to a clean sweep of the 125 Experts, but it wasn't as easy as it may sound. Ricky Blackwell had a good lead in the first moto until crashing and David Daniels stayed close all night. Daniels was eventually second on a Yamaha and Blackwell was third on a Woods Honda sponsored Elsinore.

Roger Brown won the first moto of the 250-Open Expert class with Sun close all the way. Sun won the second moto, relegating Roger Brown to second overall. In a rare motocross outing, road-rasher Gary Parker rode consistently to a third overall with Kevin Horton in fourth.

In the Open Amateur class Scott Elliott (Hus) and Mike West (Yam) slugged it out in the first moto, Mike's wild style prevailing to the finish. In the second moto, however, West crashed early, allowing Elliott to motor easily to the overall victory. West did put on a spectacular charge through the pack, and at the finish line, while attempting to pass one more rider, he brought the entire place to its collective feet as he launched himself off of his bike in an amazing 50 foot endo. Somehow he got up and walked away from it, but many agreed that it had been one of the all time great crash and burns.

The racing was spirited and fun all through the program, and everyne who attended had a delightful evening, except maybe for Mike West who is sure to have a headache Saturday morning. Hope to see you next Friday night and every Friday night. ●

Results in Results Section.

## Brooks at Pleasure Isle

**By Mark Knowles**

PORT ARTHUR, TEX., MAY 2

The quick 125 Amateur class sorted out to be a one man show as Craig Schrader debuted his new Honda by sweeping both motos for first place. Chris Serres (Hon) challenged briefly but faded from Schrader's rapid pace to finish second. Keith Ritchie (Yam) and Carlos Lange (Yam) battled for third place but Ritchie received the nod at the checkered flag leaving fourth place to Lange.

Shane Book (Suz) merged victor of the 250 Amateur class after the leaders of both motos crashed out of contention leaving his way clear for victory. Charles Terrell (Yam) ran strong all day to receive second place with James Sims (Hus) edging Guy Romine (Bul) in a close battle for third.

When he's hot, he's hot; and Joe Wright (Suz) was hot today. Joe shook off all recent mechanical problems and put on his race face to collect top cash in the small Combined Expert class by sweeping both motos with brilliant rides that were marred only by Terry Guidry (Yam), leading for one lap only to drop out. Joe went on unchallenged the rest of the day with Gerald Hoffpauir (Suz) maintaining position to take home second. ●

Results in Results Section.

## Hill gremlins at work at Whitney

**By Diane Polley**

WHITNEY, TEX., MAY 2

The Texas Hillclimbers Association took advantage of the recent rains again and had the Lake Whitney Cycle Ranch hill rebuilt. The bottom is steeper, the flat at 100 feet is shorter and the top has been built up and the rock ledges covered. All this combined to give a very different and surprising event. Last month the hill measured 230 feet, it had grown 20 feet, so the times were slower but the hill was faster. The gremlins of the hill were at work again. First the electric clock broke and stop watches had to be used after the 100 class.

Then they went to work on the bikes. The clutch went out on Tom Hairston's 1000cc Triumph on his first try in the 1500 class and that ended the day for him. Even though Henry Polley only has high gear in his 750 Triumph it started jumping out of gear again after several tries to fix it since the Widowmaker. Jack Wilson at Big D Triumph sure will like it when these two show up to get their bikes fixed. Walter Humphries still had not got all the bugs out of his new 800 Triumph, but he did get a third in the 1500 class and a first in the Exhibition.

The only two big bikes really having much luck were Gary Chandler and Mike Jones. On his first run in the 1500 class Mike on a 1000 Triumph zoomed over the hill in 7.4 seconds, just one tenth of a second slower than Cleve Martin's 7.3 on a 360 Bultaco Bandit. On his next run in the 1500 and both runs in the Exhibition class Mike wheelied off the line and did not complete the runs. There were those gremlins again. Mike made up for it in the money class though by setting the fastest time of the day with a 7.1 second time for first place money. The overall trophy went to Gary Chandler on an 800cc Triumph with a 7.2 in the Exhibition class.

For a while Cleve Martin was well on the way to getting the big head. He thought he was really going to show the big boys up by setting top time on a 360 Bultaco, which is nearly 10 years old, but it did not happen. He did get first in the 500 class with his first really good run in several climbs.

One newcomer is really shaking things up in the 125 class. Tracy Davidson on a new 125 Yamaha took first place with a time of 9.1 seconds. After some deliberation Tracy decided to try the money class and took a fourth there to end a very successful day. Tracy has a good teacher in Tony Hudson who rides a 350 Honda single. Tony introduced Tracy to hillclimbing after a bad spill on the motocross track. Hillclimbing is just as exciting and a lot safer. Only you can run over you. ●

Results in Results Section.

SUSAN HOERMANN

The action was hot and heavy at Austin Motocross Park.

## Brown active at Austin MX

**By Greg Labbe**

AUSTIN, TEX., MAY 2

Sunday was one of those days that was designed by some diabolical deity to test a race promoter down to his very soul. Promoter Lee Biggart, in an ill-fated attempt to keep the track as moist as possible on race day, started to work the track at eight o'clock that morning and promptly got his tractor stuck in the mud hole. It took the track crew nearly three hours to extract the tractor from the deep, slimy bog and when they finally retrieved it, practice was already an hour late in starting and the track still needed some prep. Another half hour wait was in order as 247 anxious motocrossers chomped at the bit to start practice. Once things got started, though, the wait was soon forgotten as the track took on its familiar loamy appearance and good, sandy berms started developing everywhere.

The 125 Novices had to be split, as usual, with Bill Easterling winning the "A" division, and Ottis Lance taking division "B" on a shiny new Honda. Special mention must go to Suzuki mounted (or dismounted) Mike Tangeman who shot over a four foot berm at about 40 miles per hour, landed in a tree some 15 feet off the ground, and then crashed to the ground with his bike on top of him. Mike was not only uninjured but after taking just a few minutes to let the cobwebs clear from his brain, he rejoined the fray.

When it came time for the Experts to get down to business, it was Roger Brown doing the most serious throttle twisting as he swept the 250 and Open classes. Meanwhile, in the 125 class, Dicky Turnbo was having a little right wrist work-out of his own at the expense of a fast field of expert tiddlers. Behind Dicky and his Yamaha were David Daniels (Yam), Pat Adamson (Hon), Bobby Bullock (Yam), and Ricky Blackwell (Hon). The 250 Expert class saw three rookie Expert riders break into the top five positions. Mitch Mitchell, in his secnd ride as an Expert, took two very solid second place finishes on the way to second overall and Doug Archer an Expert for less than six months ended up third. Veteran Gary Bigley was fourth and Chuck Loftin, also with less than six months experience behind him as an Expert, made it into the fifth and final pay slot.

Results in Results Section. ●

# RC, GP and K

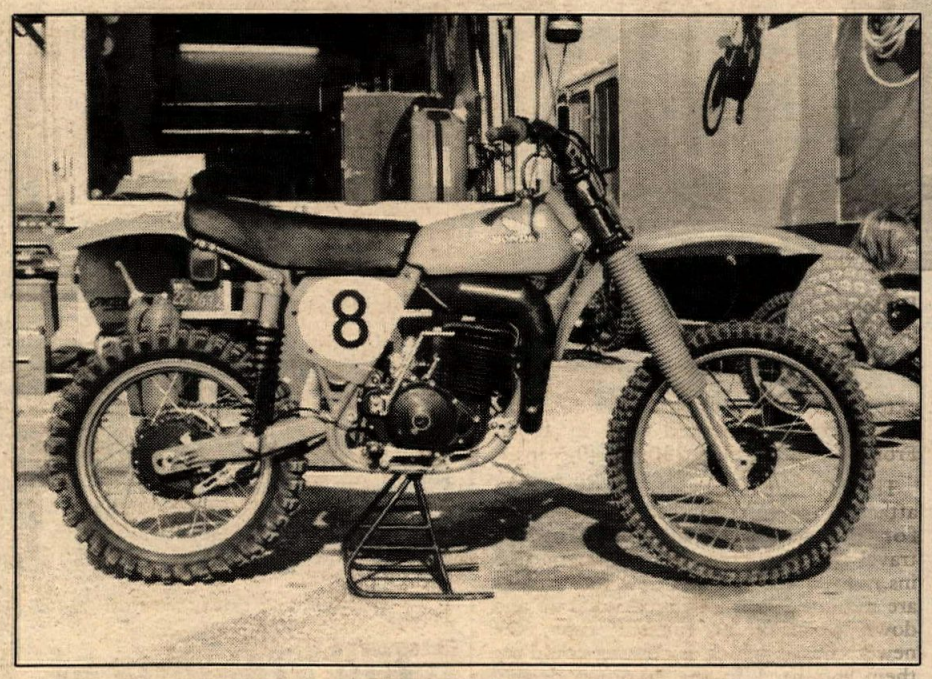
## A look at thre by Honda, Hu

pro'·to·type (prō'·to·tīp), n. (F., fr. NL., Gr. prototypon, deriv. of protos first + typos type, model.) 1. An original or model after which anything is copied; patterned; archetype.

The standard question has always been the same. "How come the factories race those $30,000 works bikes instead of the same bikes they sell?" It's a simple enough question, but the answer is usually long and involved, and sometimes even then it can't be answered. Basically though, Webster gives us the best definition of a prototype as an original model after which anything is copied.

Before a motorcycle manufacturer can put a racing bike into production, they have to test the proposed design. There's no better way to test that new design than on a race track, and if it proves successful, then hopefully it will see production in a form similar to the prototype. Many times production motocross bikes will be similar to their prototypes, but often as not they won't. The main reason why some don't is that the works bikes are too exotic to be built and sold at a reasonable price. Even if some of the exotic works bikes did get into production, not too many people would be willing to give them the five day a week maintainance they require.

Three manufacturers have made major changes to their factory bikes for the 1976 racing season. Two of the bikes are exotic racers, but one remains a close example of the company's present production machine.



**Honda's latest RC is a "mid-term" update. It scales in at under 200 lbs. A new frame is the next change on Honda's list of revisions.**

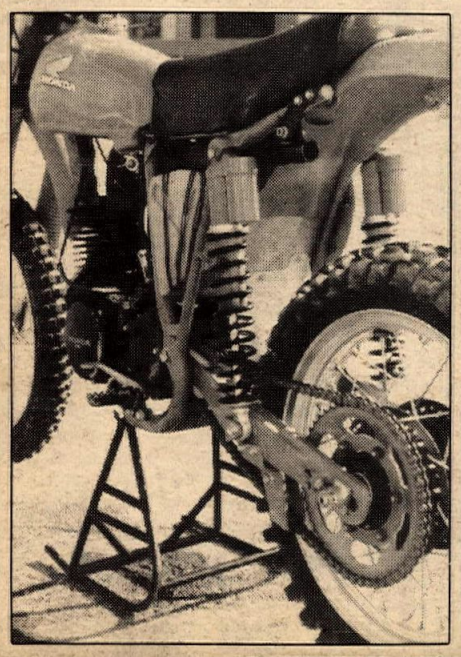
### Honda RC 250

Honda's new RC 250 works bikes is actually an intermediate design which will undergo additional changes to its chassis and rear suspension later this year. Presently, the same frame as last year is being used to try out various new components. Completely new bikes are expected sometime in April.

Actual engine displacement is 247cc and the bore and stroke is 70 x 64mm, the same as a Honda's production Elsinore. Last year the RCs had case induction reed valves, but this year the reed valves are located back up in the more conventional position on the back of the cylinder. Now, even in the 250cc class manufacturers are no longer involved in a contest for ultimate power. Honda has found that reed induction in the cylinder gives a broader, more usable powerband than the pipey, high RPM power that is produced with case induction reed valves.

With more usable power available, attention continues to center in the suspension department where the RC Hondas get new, longer travel forks and shocks. The front forks are a completely new design for Honda with offset front axle. The new forks are suspended by external steel coil springs, hidden by the big rubber fork boots, and spring tension can be adjusted by an external cam ring. No air is used with the

**Rear wheel travel is also set at nine and one-half inches with moved-up vertical shocks.**

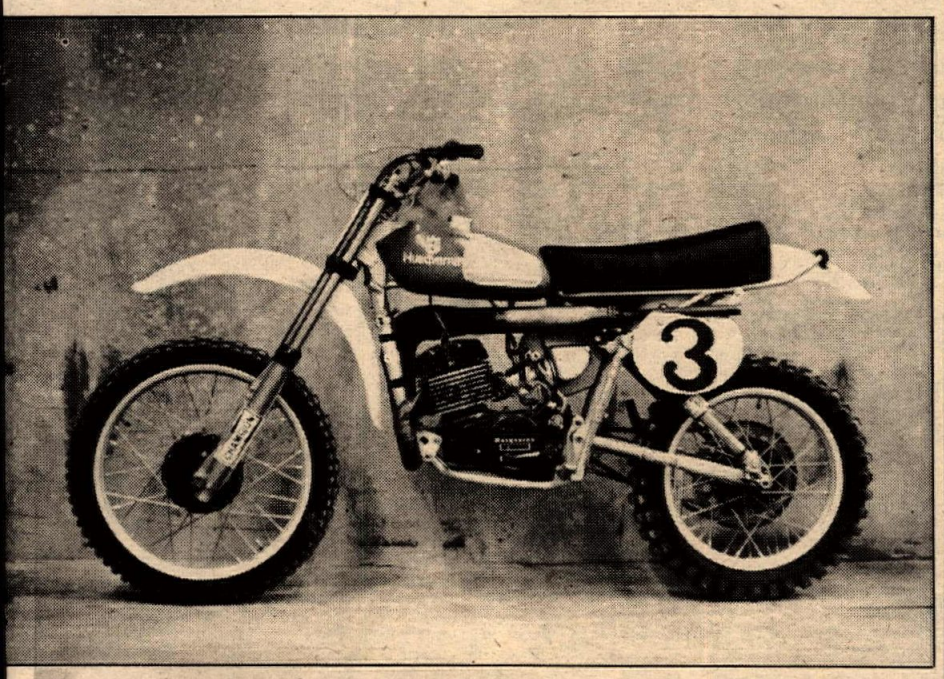


**Honda works bikes sport leading axle forks. Travel up front is nine and one-half inches.**

**Husky's new leading axle magnesium forks will probably show up on production models.**

# X

## new works bikes
## sqvarna and Kawasaki



Rather than being a completely new works bike, the Husky is actually a modified production machine. It weighs 220 lbs.

external spring design similar to what Kawasaki experimented with in 1974. Front wheel travel is 230mm (9.5 ins.).

The rear shocks are gas/oil units with attached resevoirs that can be regulated for pressure externally. Rear wheel travel is also increased to 230mm (9.5 ins.). Even though the new rear shocks are mounted in the conventional up and down position at present time, the newer chassis which is coming could see them mounted in the laydown design.

Other items of interest: chromoly steel frame with aluminum swing arm; magnesium engine with 37mm magnesium carb; non floating rear brake.

### Kawasaki KX 250

Kawasaki has an all new works bike for this season that doesn't look so exotic that future production would be improbable. It's a well conceived design that seems to be performing very well. The bikes ridden in the United States by Jimmy Weinert and Gary Semics are also being used by Torleif Hansen in Europe.

This latest bike has a 249cc aluminum engine with a reed valve inducted cylinder. Only the primary cover is magnesium. Carburetor is a 38mm Mikuni.

The new frame is a single downtube design built of chromoly steel. Swingarm is aluminum, with moderately cantilevered Kayaba sixteen inch gas/oil rear shocks with remote resevoirs that are adjustable for pressure. Rear wheel travel is 230mm.

Front forks on the KX 250 are leading axle Kayaba units that also give 230mm (9.5 ins.) of travel. Internal steel coil springs are used, but provision is made in the fork caps for using air pressure, or a combination of air pressure and internal springs. Nylon plastic fork covers are attached to the lower triple clamp assembly to keep dirt off the working portion of the upper tubes. It is interesting to note that Kayaba builds the prototype leading axle front forks found on all the Kawasaki, Yamaha and Suzuki works bikes, but that each manufacturer has a completely different fork design.

Other items of interest: magnesium wheel hubs; fiberglass fuel tank; non-floating rear brake; 195 pounds dry weight.

### Husqvarna CR 250

Unlike the two Japanese bikes we just looked at, Kent Howerton's 250 CR Husky is a factory racer based on production parts. In simplier terms, it is a production bike that has been modified. The parts that it uses with are being tested for possible production use.

The most notable changes on Kent's bike are in the suspension. Up front is a set of Husqvarna-made leading axle magnesium front forks providing 230mm (9.5 ins.) of travel. Mechanic Eric Crippa has modified the Husky forks somewhat with Moto-X Fox air valve caps to provide air suspension.

The rear suspension is just as interesting. A new swingarm is used with extra long seventeen inch prototype Moto-X Fox air shocks mounted on the swingarm right over the rear axle. Rear wheel travel is 230mm (9.5 ins.). In Europe, Brad Lackey is using a more conventional swingarm with shorter fifteen inch shocks.

The engine is stock Husky, with a standard cylinder liner, but a new outer cylinder casting has one extra fin for better cooling. For the indoor Supercross Series, Eric actually detuned the stock CR engine for a broader, wider power band. Snaking over the engine is a really nice through-the-frame exhaust pipe.

While Kent's bike isn't a sure copy of next year's Husky, it's probably quite close. The nice thing to know is that present production bikes could easily be updated to next year's specs when the new parts became available, or it could be done now with a little ability and accessory items presently available. ●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# CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

## May 19

CMC HSMX
South Bay Park Spdwy., Otay Mesa, CA. I-805 S of Chula Vista, Otay Mesa Rd. off-ramp, 4 mi. E. Pit gate open 4:30 pm, prac. 6, race 7:30. Entry $6. $3000 med. cov. 714/420-7414.

## May 20

CMC MOTOCROSS
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Trophies & prizes. 213/323-1142.

R.A.C.E. MX
Corona Rcwy., Corona, Calif. Fwy. 91 to Pierce or Magnolia off. Prac. 6 pm, race 7. Entry $5. All classes. 200% Ex. p.b. 30% same day brass. 714/735-1705.

AMA SPEEDWAY
County Fairgrounds, 344 Tully Rd., San Jose, Calif. 1/7 mi. track. Start 8:15 pm. Adults $4, kids (6-12) $1. Bob Barkhimer Assoc., Inc., 14 Camp Evers Lane, Scotts Valley, CA 95066. 408/438-3210.

SRA SPEEDWAY
Irwindale Rcwy., Irwindale, CA. Starts 8 pm. Watch $3.50 adults; $2.50 Jr.; $1 kids 8-12. 213/334-4949.

## May 21

AME NIGHT MX
Indian Dunes, Valencia, Calif. Sign up 6-7:30 pm, prac. 7, race 8 pm. Entry Spts. $5/Pro $10. Post only. Memb. req. $8. 100% Pro p.b., 30% brass. $4000 med. cov. AME, PO Box 1421, Reseda, Calif. 91335. 213/581-5778.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6 per class. Watch: +3.50 adults; $2.50 Jrs.; $1 kids 8-12 yrs. 213/334-4949.

## May 21-22-23

MID-AMERICA NAT'L. CHAMPIONSHIP
Oklahoma St. Fairgrounds, Oklahoma City, OK. May 21: Novice ST; $1600 purse, races 7:30 pm, free grandstand. May 22: JR/EX ST, $2500 purse, race 7:30 pm, $5 watch. May 23: National H-M, 2 pm, gen. adm. $6, reserved $8. Trade Show free. Advance tickets, 407 N. Rockwell, Okla. City, OK. 73127. 405/787-9440, 316/685-2217.

## May 22

SANTA ROSA SHORT TRACK
Chris Beck Arena, Santa Rosa, Calif. All classes & minis. Sign up 3:30-5:30, prac. 4:30-5:30, race 6 pm. Entry $3.50. D-36 rules enforced. North Bay MC. 707/546-3903, 823-7571.

D-36 TT & ST
Willow Creek Park, Willow Creek, CA. Hwy 299 to Willow Creek, turn at Chevron Sta. to Pk. All classes & minis. Sign up 4:30 pm, race 6 pm. 100% p.b. Entry $8/$12 Ex. Far West MC. 707/822-3654, 443-8031.

ELSINORE TT
Elsinore Raceway. Hwy. 74 at Lugonia, Lake Elsinore City, Calif. Beg-Ex. sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own class. 714/674-5383, 826-2386.

AMA AMATEUR SCRAM.
Oregon Sidewinders Track, Clackamas, Ore. Minis thru 500cc. Pit gate closes 6:45 pm, races 7 pm. 503/659-1830, 659-1022.

AMA SEMI PRO HALF MILE
Tulare Fairgrounds, Tulare, Calif. $1200 purse. Gate open 3-5 pm, prac. 4-5, trials 6, race 7:45 pm. Mini thru Open. $5 N/J; $8 Ex. entry. $300 Ex. p.b. Tulare Trackmasters. 209/732-9119.

D-36 TT
Fremont Rcwy., Fremont, Calif. All classes & minis. Open 4 pm, prac. 5, race 6:30 pm. $4 ride, $3 watch. 415/651-2545, 327-4461.

D-36 SEMI PRO ST
Monterey Fairgrounds, Monterey, CA. Casa Verde & Fairgrounds, Monterey. Starts 7 pm. Entry $3.50/$6 Ex. 100% Ex. p.b. Full leathers, minis too. 408/899-2401, 394-8225.

## May 23

2nd WORLD CHAMPIONSHIP HILLCLIMB
De Anza Cycle Park, 10 mi. E of Riverside, Ca. on Hwy. 60, Theodore off-ramp. $5225 purse, 4 classes. 0-125/$10 entry; 126-250cc/$20 entry; 251-501cc/$20 entry; 502-Open/$30 entry. Mail entry only. De Anza Cycle Pk., PO Box 973, Sunnymead, CA 92388. 714/653-5840, 528-2314.

D-36 SEMI PRO MX
Helvetia Pk, West Sacramento, Calif. Hwy. 16 btwn. W Sacto & Woodland. Gate open 6:30, race 9 am. Entry; minis $6, Sptsmn $8/$15. All classes. Bonus brass. Camping. 916/391-1241, 988-2137.

CMC MOTOCROSS
Redding, Calif. S. 99 to Clearcreek Rd., 8 mi. to water tower, L Cloverdale Rd., 3 mi. to track. Gate open 8 am. Entry $8. Action Racway. 916/241-1100.

CRC MOTOCROSS
De Anza Cycle Park, Sunnymead, Calif. All classes, minis & gals welcome. $6/$10 Ex. entry. Non-memb. add $2. Cash to Ex., 30% brass same day. Free camping. 213/830-7519.

MOTORCYCLE SWAP MEET
Great Western Exhibit Center, Santa Ana Fwy. at Atlantic on Eastern Ave., Los Angeles, Calif. 9 am-2 pm. Selling spaces $8. R.G. Cannings, PO Box 400, Maywood, CA 90270. 213/588-7310.

KIT CARSON ENDURO
Post Stock MC. 726 S. Laurel, Stockton, Calif. 95205.

D-36 SEMI PRO MX
Salinas Sand Pits. Opposite Crazy Horse Cyn. Rd. Approx. 12 mi. S of Gilroy, 10 mi. N of Salinas, Calif. Full prog. All classes. No minis. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. $6 to ride/$15 Semi Pro. 100% p.b. $2 admission. Riders Unltd., MC. 408/296-1371, 984-3383.

AME MOTOCROSS
Indian Dunes, Valencia, Calif. Gate open 7 am, sign up 7-8:30, prac. 8, race 9 am. Entry Sptsmn. $7 mail/$10 post; Pros $12 mail/$15 post. Memb. req. $8. $4000 med. cov. Mail entry must be rec. Fri. before race. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC B.O.S.S. SEMI PRO MX
Marysville E. St. Bridge. Feather River Blvd. S. under Fwy. 1 blk, R to track. Gate open 6:30 am, race 9. Entry $8/$15. 100% brass to minis, 30% all others. 100% p.b. to Pros + 10% to Pro pt. fund. 916/635-5240.

GRANNY RUN FAMILY ENDURO
N. of Victorville, Calif., Sidewinder Rd. exit of I-15, marked from Fwy. Start 7:01 am. Entry mail $7/1 loop; $8.50/2 loops. Post $8.50/1 loop; $9.50/2 loops. All classes & teams, 20% brass, super pins. Pomona Valley Desert Riders. 714/626-7696. PO Box 282, Montclair, CA 91763.

D-37 WORLD CHAMP H&H
Koehn Dry Lake, Calif. Limed from Hwy. 14 on Red Rock, Randsburg Rd. & from Hwy. 395 in beautiful downtwon Red. Mtn. Starts Koehn D.L., finish at Charlie's Wagon Wheel. Fin. pins. Pie plates welcome. $10 entry. Start 9 am. Only D-37 pt. to pt. H&H in Calif. for '76. Prospectors MC. 213/834-8996. after 6 pm.

AMA SMOOTH SCRAMS
Pioneer Arena, Oakdale, Calif. S. on Pioneer off Hwy. 120 btwn. Oakdale & Escalon. Sign up 7:30-10:30 am, race noon. Entry $3.50/$1.50 2nd bike. Watch $2.50. Ex. $3.50 at gate + $2.50 at sign up. 100% p.b. to Ex. 209/869-1457.

MOUNTAIN VIEW MX
Sandy, Ore. Hwy. 211 from Sandy, L on Bornstedt Rd., R on Rude Rd., 4 mi. Gate open 8 am, pract 9, race 10:30. All Classes. Entry $7/$10. 100% Pro p.b. Motorsports Intl. sanction. 503/668-7254.

AFM ROAD RACE
Riverside Int'l. Rcwy., Riverside, Calif. Hwy. 60 E of Riverside to Day St. Prac. 9 am, race 1 pm. Entry, pre $15; post $17. Gate open 7:30 am. All classes & sidecars. AFM, 13813 Caulfield Ave., Norwalk, CA 90650. 213/921-5667.

D-36 SEMI PRO SHORT TRACK
Dears Pt. Rcwy., Gate 5 off Hwy. 121, Sonoma Cty., Calif. 1/8 mi. track. $5 ride, $3 watch. 100% to Ex. Open 8 am, prac. 10, race noon. 415/327-4461, 707/948-8448.

MDRA DESERT SCRAM.
Ponderosa. Hwy. 14 to AVe. J in Lancaster, Calif. Ave. J E to 143rd St. Approx. 70 mi. Pre ride/sign up Sat. pm, Sun. am. 25% brass, fin. pins. All classes, no memb. req. Free camping. Entry $10. 714/874-1728 eves.

CMC JR/INT MX
Carlsbad Rcwy., Carlsbad, Calif. NO PROS. Gate open 6:30 am, prac. 7:30, race 9 am. CMC lic. req. Each class 1st ABC MX leathers; 2nd Bell Motostar helmet; 3rd helmet bag; 4th Bell jacket. Entry $7 mail/$10 post. CMC, PO Box 1402, Costa Mesa, Calif. 92626.

AME NORTH vs. SOUTH MX
Spillway Park, Santa Maria, Calif. U.S. 101 to Santa Maria River bed, Broadway off-ramp to Spillway Pk. Prac. 8:30 am, race 9. Entry $8/$20 Pros. $1000 guar. Pro purse. Post entry only 30% super brass. Free camping. Contingency prizes. 805/937-6171.

D-36 SEMI PRO MX
Salinas Sand Pits, Crazy Horse Cyn., Callif. All classes 100cc-Open. No minis. Sign up 6:30-8:30, prac. 7:30-8:30, prac. 7:30-8:30, race 9 am. Entry $6/$15 Ex. 100% Ex. p.b. Riders Unltd. MC. 408/296-1371, 984-3383.

SEMI PRO MX
Sandhill Ranch, Brentwood, CA. Gate open 6:30 am, prac. 8-8:45, race 9:15 am. Entry mail $7/post $9. Ex. $15. 100% Ex. p.b., 30% brass. Camping, new track. Norcal MX, PO Box 1918, San Leandro, CA 94577. 415/881-1039, 278-4269.

PMA MOTOCROSS
Knob Hill Ranch, 3 mi. E of Hwy. 1 on Pescadero Rd., Pescadero, CA. Sign up 8:30-10 am, prac. 9:15-10, race 10. Entry mail $6/post $10. All classes + minis & OT. Special Pro class. 100% p.b., 30% brass. Watch free. Muff. req. Pacifica MC Assn., PO Box 540, Pescadero, CA 94060. 415/355-4760.

INTERNATIONAL GP BENEFIT
Portland Int'l. Rcwy., West Delta Pk., N. Portland, Ore. off I-5. First annual Kidney Assoc. of Oregon Int'l. GP. Rain or shine. Prac. 9:30 am, race noon. Adm. adults $3, under 12 yrs. $.50. Free pit passes. OMRRA, PO Box 23454, Portland, OR 97213.

SHORT TRACK
Benton Lane Park, N. of Eugene, Ore. to Jct. City, W. 99W to park. Prac. noon, race 1 pm. Entry $4. 503/998-8472.

## CENTRAL

OKLAHOMA CITY NAT'L HALF MILE
Oklahoma State Fairgrounds, Oklahoma City, OK. $14,000 purse. Camel Pro Series. Promoted by Hugo's Enterprises, Wichita, KS.

## May 27

CMC MX
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Brass & super prizes. 213/323-1142.

## May 28

PACIFIC COAST AMA REGIONAL TT
Oregon Sidewinders Clubgrounds, Clackamas, Ore. $3500 purse. Oregon Sidewinders MC.

PRO HALF MILE
Ascot, Gardena, Calif. Starts 8 pm. 213/321-5323, 323-5055.

AME NIGHT MX
Indian Dunes, Valencia, Calif. Sign up 6-7:30 pm, prac. 7, race 8 pm. Entry Spts. $5/Pro $10. Post only. Memb. req. $8. 100% Pro p.b., 30% brass. $4000 med. cov. AME, PO Box 1421, Reseda, Calif. 91335. 213/581-5778.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6 per class. Watch: $3.50 adults; $2.50 Jrs., $1 kids 8-12 yrs. 213/334-4949.

D-36 BENEFIT TT SCRAMBLES
Lodi Cycle Bowl, Lodi, Calif. 10th Annual Archie Clark M.O.R.E. Benefit. Sign up 3:30-5:30, prac. 4:30-6, race 7. All classes & minis. Entry $3.50/$2.50 for 2nd bike. $2.50 to watch. 209/368-7182, 931-3722.

AMA WESTERN REGIONAL TT
Oregon Sidewinders Track, 13500 SE Lawnfield Rd., Clackamas, Ore. 8 pm. $3500 purse. 503/659-1830/659-1022.

## May 29

CHAMPIONSHIP TUG-O-WAR
Red Mtn. CA. Follow line N from Red Mtn. Hwy. 395 & Trona Rd. Pacific Southwest Championship 6x6 Tug-O-War. Real water, lotsa action, super fun. 6 person teams. Guys, gals & kids. Start 7:30 pm. Entry 6 pack beer or soda per 6 man team. Stumpjumpers MC, Box 3823, Anaheim, Calif. 92803. 714/776-5236,778-6700.

MOUNTAIN VIEW MX
Sandy, Ore. Hwy. 211 from Sandy, L on Bornstedt Rd., R on Rude Rd., 4 mi. Gate open 8 am, pract 9, race 10:30. All Classes. Entry $7/$10. 100% Pro p.b. Motorsports Intl. sanction. 503/668-7254.

U.S. NAT'L. OBSERVED TRIALS
County Line Cycle Park on County LIne Rd., 2 mi. S of Hwy. 183 btwn. Dallas & Ft. Worth, Texas. Starts 10 am. Gated $3, under 12 yrs. free. North Texas Trials Assoc., 13208 Kerr Tr., Dallas, TX 75234.

D-36 TT SCRAM.
Lodi Cycle Bowl, Lodi, Calif. Sign up 4-6 pm, prac. 4:30-6, race 7 pm. Minis thru Open. Entry $3.50/$2.50 for 2nd bike. $2.50 watch. 209/368-7182, 931-3722.

ELSINORE TT
Elsinore Raceway. Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg-Ex sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own class. 714/674-5383, 826-2386.

## CENTRAL

D-20 AMATEUR SHORT TRACK
Buffalo Park Speedway, 2 mi. W of 135E on Beltline Rd., Carrollton, Texas. Pits open 6 pm, race 8. Additional info. Amateur Dept. AMA, PO Box 141, Westerville, Ohio 43081. 214/242-5236.

SRAC BICENTENNIAL MX
Aztec Rcwy., Colorado Springs, Colo. 6 mi. E. of Peterson Field on Hwy. 94. Start 8 am. Entry $8/$15 Ex. 100% Ex. p.b., brass for others. Sil. req. 303/473-8360.

## May 29-30

OLD TIMERS NATIONAL MX
Daroga Park, Wash. Take US 2, 16 mi. N of Wenarchee, WA to Orondo, take SR 151 6 mi. to Park. Wash. state Old Timers Assn. Chapt. 5. Team 29th 2 pm/Single & support 30th 9 am. Entry $18 pre/$25 post. $5 support. Joe MacKenzie, Star Rt., Box 47, Orondo, Wash. 98843. 509/884-5471.

30th ANNUAL GREENHORN ENDURO
Starts & finishes at John Muir High School, Pasadena, Calif. Starts 6 am. Day & night - 500 mi. Street legal, sil. & spk. arr. Dbl. D037 pts. Enclose 2 sase & $18. Pasadena MC, 9645 Ardendale, Arcadia, CA 91006. 213/447-6293.

AMSA OFF ROAD RACE
Spillway Park, Santa Maria, CA. US 101 to Broadway off-ramp to Santa Maria riverbed. Regis. Fri. & Sat. morn. 1st race noon/10 six mi. loops. Entry $10/$25 Pros. 80% p.b. Pros, brass for Sptsm. 1 or 2 riders on same bike. AMSA memb. req. Free camping. Marathon type cse. Bikes Sat/cars Sun. 805/937-6171.

## May 30

STUMPJUMPERS HARE & HOUND
Limed from Red Mtn., CA, Trona Rd. 2x35 mi. loops. Tug-O-War Sat. night. 9 am start $8 to race. Special Beg. race (own start, one loop). Trophies & pins. Stumpjumpers MC. 714/776-5236, 778-6700.

CROSS COUNTRY
Smelterville, Idaho. 34 mi. E of Coeur d' Alene, Ida. on I-90. 10 am start. Entry $10. 60 mi. of trials for enduro riders. No lights or lic. req. 208/682-2022.

CMC NAT'L MX
Sacto OHV Park. 9 am. Entry $12. See May 30-31 listing. 916/635-5240.

BURNS TO BEND CROSS COUNTRY
Start, Burns, Ore. finish in Bend, Ore. Pre entry $25 by May 17, Post entry $40. All entrants rec. decal, t-shirt, riders inst., map. Approx. 150 mi. Ex. start 8:30 am; others 9:30 am. 33% brass. ODRA, 550Seneca Rd., Eugene, Ore. 97402. 503/686-8880, 345-5348.

D-36 SEMI PRO MX
Helvetia Pk, West Sacramento, Calif. Hwy. 16 btwn. W Sacto & Woodland. Gate open 6:30, race 9 am. Entry; minis $6, Sptsmn $8/$15. All classes. Bonus brass. Camping. 916/391-1241, 988-2137.

D-36 TT SCRAM.
Lodi Cycle Bowl, Lodi, Calif. Sign up 8-11 am, prac. 9:30-11, race noon. Minis thru Open. $2.50 to watch. Entry $3.50/$2.50 2nd bike. Three race weekend. KOA campgrnd. 1 mi. from track. 209/368-7182, 931-3722.

SHORT TRACK
Hermiston, Ore. 2 mi. SW of Hermiston on Westland Rd. Prac. noon, race 1 pm. Entry $3 per class. Class C tires. Blue Mtn. MC 503/567-5744.

CRC MOTOCROSS
Osteens Cycle Park, Pomona, Calif. All classes, minis & gals welcome. Entry $7/$10 Ex. Non-memb. add $2. Cash to Ex., 30% same day brass others. $3000 med. cov. 213/830-7519.

D-35 DBL PT BENEFIT MX
Sprockets Park, Bakersfield, CA. Union Ave. N to Panarama, Panarama to Mt. Vernon, turn L, follow signs. Sign up 6-8:30 am, prac. 8-9, race 9:30. Mail entry $5/$7.50 post. Seniors mail $12.50/post $15. YMCA Benefit MX. 50% big brass & 50% t-shirts. $500 guar. purse for Sr. YMCA MX, 900 22nd St., Bakersfield, CA 93301. 805/322-1837.

CMC N/I CHAMPION-SHIP MX
Sand Hill Ranch, Brentwood, CA. Gate open 6:30 am, prac. 8-9, race 9. Entry $8 mail/$10 post. 100% p.b., super brass, and special awards. Novice/Intermediates. CMC, Rt. 2, Box 143C, Brentwood, CA 94513. 415/676-1325, 634-2086.

D-36 HALF MILE
Reno Park Sports Arena, Reno, Nev. 16 mi. N of Reno, follow signs, N of Hwy. 395. All classes mini-360cc. Sign up 9-11 am, prac. 10-11, race 12:30 pm. Entry $5, Reno Park MC, 9495 Fremont St., Lemon Valley, Nev. 89508. 702/972-8376.

AME MEMORIAL DAY MX
Edwards Air Force Base, Calif. Sportsman special. No Pros. 50% brass, Sat. nite get together. Entry $8 mail/$10 post. Inc. gate fee & camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

## CENTRAL

$2000 MOTOCROSS
Sagebrush International, Billings, Montana. Take Hwy. 312 toward Shephard, Mont. 1 mi. past Billings Speedway, turn N & follow BMC signs for 6 mi. Sign up 8-10 am, race 11. Entry $10. $100 bonus to 250 class overall winner. PO Box 20421, Billings, Mont. 59103. 406/248-3111.

HARE SCRAMBLES
Prague, Oklahoma, Indian Territory Raceway. 5 mi. N of Prague on Hwy. 99, 2 mi. W & ½ mi. N. All classes. Start noon. 405/567-2241.

### May 30-31

CMC NATIONAL MX
Sacto OHV Park. Hwy. 50 E. to Sunrise in Rancho Cordova, S 1 mi. to White Rock, L 7 mi., follow signs. $2400 Pro purse + 10% to Pro fund (totals $2640). 30% super brass. All classes inc. minis, OT, Vets. Gate open 6 am, race 9. Entry Spts $12/Pros $20. Sptsmn race only Sunday; Pros race mon. 916/635-5240.

D-36 SEMI PRO HALF-MILE
Orland, Calif. All Classes. Two days of Half-Mile. Spec. 750 class for Jr/Ex. Gate open 7 am, race noon. Minis welcome. Entry $4.50/mail; $6.50/post. ARagon MC, PO Box 1311, Novato, Calif. 94947. 415/892-5350.

### May 31

CMC NATIONAL MX
Sacto OHV Park. Sign up by 10 am, Entry $20. $2400 purse. See May 30-31 listing. 916/635-5240.

MOUNTAIN VIEW MX
Sandy, Ore. Hwy. 211 from Sandy, L on Bornstedt Rd., R on Rude Rd., 4 mi. Gate open 8 am, pract 9, race 10:30. All Classes. Entry $7/$10. 100% Pro p.b. Motorsports Intl. sanction. 503/668-7254.

D-36 SEMI PRO TT SCRAMBLES
Lodi Cycle Bowl, 5801 E. Morse Rd., Lodi, Calif. All classes & minis. Sign up 9-11, prac. 9:30-11, race noon. Rider entry $3.50, Semi Pro $3.50 + $2.50. 100% Pro p.b. Stockton MC, 209/931-3722, 368-7182.

D-36 TT SCRAMBLES
Reno Park Sports Arena, Reno, Nev. 16 mi. N of Reno, N of Hwy. 395, follow signs. Sign up 9-11 am, prac. 10-11, race 12:30 pm. All classes minis-Open. Entry $5. Reno Park MC, 9495 Fremont St., Lemon Valley, Nev. 89508. 702/972-8376.

## CENTRAL

MRA ROAD RACE
Adams Cty. Fairgrounds, Denver, Colo. I-25 N of Denver to 104th Ave. E exit, E to Riverdale Rd., turn L. Track at 128th Ave. & Riverdale Rd. Prac. 8-11 am, race noon. Entry $18/$10 Beginners. $1000 guar. purse. All classes, brass for Beg. $3000 ins. with optional MRA memb. MRA/SRAC, PO Box 213, Wheat Ridge, Colo. 80033. 303/233-8767, 233-4183.

### June 4

AME NITE MX
Indian Dunes, Valencia, CA. Sign up 6 pm-7:30, prac. 7, race 8 pm. Spts entry $5/Pro $10. Post only. Memb. req. $8, 100% p.b. 30% brass. $4000 med. cov. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

### June 5

AMA AMATEUR SCRAM.
Oregon Sidewinders Track, Clackamas, Ore. Minis thru 500cc. Pit gate closes 6:45 pm, races 7 pm. 503/659-1830, 659-1022.

D-36 TT & ST
Willow Creek Park, Willow Creek, CA. Hwy 299 to Willow Creek, turn at Chevron Sta. to Pk. All classes & minis. Sign up 4:30 pm, race 6 pm. 100% p.b. Entry $8/$12 Ex. Far West MC. 707/822-3654, 443-8031.

### June 5-6

RUSS DARNELL MX SCHOOL
Knob Hill Park near Pescadero, CA. European type track in Redwoods. Entry $30. 9 am-3:30 pm both days. Russ Darnell, 14851 Genoa St., Sylmar, CA 91342. 213/367-1722, 415/879-0762.

VIEWFINDERS GP
Carlsbad Rcwy., Carlsbad, Calif. D-37/38 pts. Entries close May 21. 4-strokes/OT/Women/Hacks. Mail entry $12/post $25. Sat.: 0-250cc Nov/Am/Ex. Sun.: Open/W/OT/Hacks. Open entries to Viewfienders GP, 5080 Marmol Dr., Woodland Hills, CA 91364. 213/340-8916: 0-175cc entries to Viewfinders MC, 5417 Lockhurst, Woodland Hills, CA. 213/340-2366. 176-250cc to Viewfinders GP, 5451 Marathon, Hollywood, CA 90038. 213/396-6469. Enclose 2 sase..


*Prospectors M/C presents the*

**HERE TO THERE**

**Sunday ,May 23, 1976**

**Hare & Hound**

**approx. 125 miles**

This is the ONLY D-37 Point to Point H & H in California for 1976!!!

For further info call 213-834-8996 after 6 pm
Start-Koehn Dry Lake-Finish-Charlies Wagon Wheel. . .
Neat Finisher Pins . . . Pie Plates Welcome!!!
$10.00 Entry . . . Start 9 am . . . Be There!!!

Limed North of Mojave on Hwy. 14 to Rogers Rd.
Turn right (East) on Rogers & follow lime to race site

ENTRIES NOW OPEN!

5TH ANNUAL **Granny Run**

FAMILY ENDURO BY PVDR

* 2 Loops – 65 Miles
* All Family and Team classes
* No Impossible Terrain
* PVDR, P. O. Box 282, Montclair, CA 91763 714/626-7696

**May 23**

CALL OR WRITE FOR COMPLETE INFORMATION TODAY!

**To err is human. . . . to get marks for it is trials**

**SADDLEBACK**

Saturday Moto-cross
$3,000 Medical Insurance
3-20 minute motos-Jrs. & Beg.
2-40 minute motos-Int. & Pros.
May 22 – MX using long course (same as Trans Am series)
May 29 – Motocross
June 5 – MX-Start of Big Series, 1st prize . . . Suzuki RM 370
24 hour Info call 714-830-8010
Gate opens 7:30, Practice 8:00, Race 9:00, Finished by 2:30
Beg., Jrs., Int., $8.00, Pros. $13.00
No membership or mail entry required.

**DRA** Desert Racing Assoc. **Join Up Now**
$12 mid-year
Out of state & No. Calif. ½ price
Put the Fun Back in Your Desert Racing with a '76 DRA membership
30 Times a Year
All Classes:
Beg, Nov, Am, Ex, Senior, PP, Mini
Participate in Points Program
Rider Point Fund
Club Points – Shop Points
Trophies – Pins – Cash
4/Wheel Radios – Rescue
$3,000 Rider Medical Insurance
DRA, PO Box 2605, California City, CA 93505,
info: 714-373-4647


# FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look – so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

Hurry! Entries close May 21st

# Viewfinders Grand Prix
# AMA District 37 & 38
# June 5 & 6 Carlsbad Raceway
# Mail entry see calendar

No water crossings, No Mudholes

NAME _____ AGE _____
ADDRESS _____ PHONE _____
CITY _____ STATE _____ ZIP _____
CLUB _____ SPONSOR _____
Dist. riding no. _____ Bike _____ CC _____
CIRCLE ONE: 4-Stroke,* Old Timers * Women's Div. * Side Hacks * Expert Nov. * Amateur
SIGNATURE _____ NOTARY (if under 18)

# ESCAPE COUNTRY
$1000 Expert Purse (all Classes) May 23
714-586-7964

Ride With The Best
CMC
**Continental Moto-Sport Club**

**1st and 3rd SUNDAYS - SADDLEBACK**
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30

**2nd and 4th SUNDAYS - CARLSBAD**
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9

**ALL 5th SUNDAYS - SADDLEBACK**
**EVERY FRIDAY NIGHT - IRWINDALE**

CMC LICENSE REQUIRED $8.00 PER YEAR
$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!
**CMC Box 1402**
**Costa Mesa, Ca. 92626**
(714) 557-3323 MON-FRI 10am-3pm

Sunday, May 23, 1976
DeAnza Cyle Park
Sunnymead, Calif.
2nd ANNUAL
WORLD CHAMPIONSHIP
HILL CLIMB
See the World's Best Motorcyclist competing for $5,225.00 in purse money. "Fuel burners 100 Horsepower Plus" Special Attraction Jim Fishback & Danny Becker, The Speedway Kings will be competing against each other On The Hill.
*CRC MX also same day*
$4.00 Spectators
**Information:**
714-653-5840 or
653-2633, 653-7979

RACER HOTLINE
213-345-5049
Ride the races for riders . . .
promoted by fellow riders!
District 37 AMA!

CRC Race Schedule
213-830-7519
May 23
De Anza Cycle Park

SRA
**SRA COMING EVENTS**
April 29 Motocross
May 23 Off-Road
Antelope Valley Fairgrounds, Lancaster. Open at Noon.
Suzuki series — one hour event at Carlsbad. Starter & finish pin + two RM's to be given away at drawing after series. Medical insurance.
**Sportsman Racing Association**
PO Box 3882, Torrance, CA 90510
(213) 320-1015

Cycle News Want Ads do it

Race with AME
A.M.E.
**—Indian Dunes—**
Friday, May 21 — $1,000 Purse
Sunday, May 23
Friday, May 28
**Edwards Air Force Base**
Sunday, May 30 — Sportsmen Only
**info: 213-881-5778**

AMC
**RACE SCHEDULE**
May 23 — Saddleback
May 30 — No Race
June 6 — Carlsbad
June 13 — Saddleback
INFO 714-581-2778

**MX Every Thurs. Night**
**Corona Raceway**
200% Expert Payback
30% Trophies
No High School MX competition
714-735-1705


# REGULARLY SCHEDULED EVENTS

To list your regularly scheduled event, fill in the calendar blank and your event will run until cancelled. Free of charge.

## WEST

### Motocross

ASCOT
Gardena, Calif. 213/323-1142. CMC MX every Thursday night.

CANYON RACEWAY
Phoenix, Ariz. 602/992-0359. Every Sunday.

CARLSBAD RACEWAY
Carlsbad, Calif. 1st & 3rd Saturdays "Pro Pot Purse" days; 1st Sunday AMC; 2nd & 4th Sundays CMC; 3rd & 5th Sundays AMA Dirt Bike Promo. 714/727-1171.

CORONA RACEWAY
Corona, Calif. R.A.C.E. MX. 714/735-1705. Open MX every Friday night.

CYCLE WORLD RANCH
Bullhead City, Ariz. 602/757-8303. Every 1st and 3rd Sunday.

DeANZA PARK
Sunnymead, Calif. Every Saturday & Sunday. 714/653-2633, 735-1301.

ESCAPE COUNTRY MX
Trabuco Cyn., CA. 714/586-7964. Every Sunday. Every Saturday.

EUGENE MX
Eugene, Ore. 503/344-0140. Every Sunday.

INDIAN DUNES PARK
Valencia, Calif. 805/259-8000. AME 2nd & 4th Sundays. AME every Friday night.

IRWINDALE RACEWAY
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

LIVE OAK RACEWAY
Yuba City, Calif. Live Oak Racing Assn. 916/673-1090, 673-7767. Every Saturday.

ORANGE COUNTY INTERNAT'L RCWY
East Irvine, Calif. CMC nite MX. Every Wednesday.

SADDLEBACK PARK
Irvine, Calif. S.A.M. 714/830-8010. Every Saturday.

SANDHILL RANCH
Brentwood, Calif. 415/634-3328, 634-2086. CMC MX every Sunday.

VALLEY CYCLE PARK
Moorpark, Calif. 805/529-9546. Every Sunday. AME 1st & 3rd Sundays.

### Dirt Track

CYCLE LAND SPDWAY
Chico, Calif. CMC Sportsman Short Track every Saturday night. 916/342-9302.

ELSINORE RACEWAY
Lake Elsinore, Calif. Night TT. 714/826-2386, 674-5383. Every Saturday night.

FREMONT RACEWAY
San Jose, Calif. Every Wednesday night Short Track. 415/651-2545, 327-4461.

MANZANITA SPEEDWAY
Phoenix, Ariz. 602/276-7575. AMA TT Scrambles every Wednesday night.

WEST CAPITOL RCWY
West Sacramento, Calif. Semi Pro TT every Friday night. CMC. Ends Sept. 10. 916/961-7484, 371-3050.

### Meetings

ORANGE CNTY, CHAPTER M.O.R.E.
Pasadena Federal Savings, Cerritos, Calif. 7:30 pm. Every 1st & 3rd Tues. of month. 714/633-0100.

M.O.R.E.
San Fernando Chapter: 1523 Fifth St., San Fernando, CA. 213/361-8530. 2nd & 4th Tuesdays.

SAN GABRIEL VALLEY CHAPTER M.O.R.E.
Irwindale Inn, Irwindale, Calif. Every 2nd & 4th Tues. of month. 7:30 pm.

### Hill Climb

SADDLEBACK PARK
Orange, Calif. Saddleback Hill Climbers Assn. 714/639-5832. Every 4th Sunday of month.

## CENTRAL

### Motocross

ANTELOPE CREEK MX
Borger, Tex. 806/273-6571, 857-3733. Every 2nd Sunday.

AUSTIN MX PARK
Austin, TX. Pro-Am, 512/451-2326. Every 1st, 3rd & 5th Sunday.

BARRON FORK MX
Tahlequah, Okla. 918/456-8421. Every 1st & 3rd Sunday.

BIG DUD
Albuquerque, N.M. 505/298-7013. First Sunday.

CENTEX MX PARK
Cameron, TX. Pro-Am. 817/697-2835. D-20. Every 1st & 3rd Sunday.

COAL CREEK RCWY
Lafayette, Colo. 303/443-0825. 2nd Sunday.

CNTY LINE CYCLE PARK
Irving, Tex. Pro/Am every 2nd Sunday. 214/438-1919, 817/461-3710.

HI-NOON OPTIMIST MX
Big Spring, Tex. 915/263-1278. Pro-Am. Every 2nd Sunday of month.

INDIAN TERRITORY RACEWAY
Prague, Okla. 405/567-2241. 1st & 3rd Sunday.

KLEBERG PARK MX
Kingsville, Tex. 512/595-5266, 592-1902. Every 1st Sunday.

K & R PAULS VALLEY
Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

LAKE WHITNEY CYCLE RANCH
Lake Whitney, Tex. 817/694-2901. Every 4th Sunday.

MANSFIELD RCWY MX
Mansfield, Tex. Every Friday night thru Sept. 817/267-9153, 237-8138.

MOSIER VALLEY MX PARK
Euless, Tex. Pro-Am. 817/267-5193 or 277-9917. Every 1st, 3rd & 5th Sunday.

OAK HILL
Between Alvord & Decatur, Tex. 817/427-2663. Every 2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tex. Pro-Am. 713/634-3122. First Sunday.

OAK TREE MX PARK
Danbury, Tex. 713/849-4461 or 922-1145. AMA every 2nd & 4th Sunday.

PARADISE VALLEY MX PARK
Alvarado, Tex. 817/783-2778, 640-1994. Every 2nd & 4th Sunday.

RED RIVER MX
Bulcher, Tex. AMA D-20 Pts. every 1st & 3rd Sunday each month. 214/272-6165.

RIO BRAVO PARK
Houston, Tex. 713/991-3230 or 458-0090. Every 2nd, 4th & 5th Sunday.

SAN ANGELO MX
San Angelo, Tex. 915/655-5061. Every 3rd Sunday.

SAN MARCOS MOTOPARK
San Marcos, Tex. 512/392-5979. Every 2nd & 4th Sunday.

SEMINOLE COUNTY MX PARK
Seminole, Okla. Pro-Am. 405/382-5818. Every 1st & 3d Sunday.

SOONER MX PARK
Amber, Okla. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
Lockhart, Tex. 512/398-3328. Every 4th Sunday.

SQUABBLE CREEK
Rockwall, Tex. 214/272-6376. Every 1st, 3rd & 5th Sunday.

STEMMONS CYCLE PARK
Btwn. Carrolton & Lewisville, Tex. 214/241-4270. 1st, 3rd & 5th Sunday.

THUNDER VALLEY MX
Stillwater, Okla. 405/372-7222.

TWIN OAKS PARK
Claremont, Okla. 918/341-1143. Every 2nd & 4th Sunday.

### Dirt Track

BAYTOWN RACEWAY
Baytown, Tex. Pro-Am. 713/576-6025. Every Sunday.

BUFFALO PARK
Carrollton, Tex. AMA ST every Sat. night. Pro race every 1st Sat. 214/241-1359, 242-8117.

COLO. NAT'L SPDWY
Erie, Colo. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

DeANZA RACEWAY
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

MIDADO RACEWAY
Stephenville, Tex. Cross country every third Sunday of month. 817/965-6179.

ROSS DOWNS
Garland, Tex. AMA Am Short Track every Friday night 8 pm. PO Box 813. Garland, TX 75040. 214/276-0409.

### Hillclimb

LAKE WHITNEY RANCH
Lake Whitney, TX. Texas Hillclimbers Assn. 214/337-7534. First Sunday.

# WANT ADS

SALESMEN WANTED — Distributor/manufacturer seeks commission road reps, central and east coast. Many high-buck areas open. We carry top lines of accessory and performance parts. Grizzly Fun, 63 Lovell, San Rafael, CA 94901. (415) 456-2025. (19/2x)

### ** Wanted mechanic **
Yamaha experienced only need apply. 50/50 commission. Long Beach Yamaha, 3580 East Pacific Coast Highway, Long Beach, CA. (213) 597-3317. (20/2x)

### '76 Yamaha YZ 125 monoshock
Hardly ridden, very clean. Must sell, $695.00 firm. (213) 345-5412. (20)

'71 RICKMAN ZUNDAPP, fresh eng., reed valve, Mikuni, DID, excellent. Must see or trade for car. (213) 329-9534. (20)

NEW '75 PENTON 250 6 days, never sold — 0 miles, $1250. (213) 530-4379. (20)

### ***Attention***
'73 Chevy Van, runs great! ¾ ton, 350 engine, radio, heater, front & back seats. Call Rheba (213) 427-7433 or (213) 636-8844. (20/TFN)

### F.M.F. YZ 125 mono
Complete F.M.F. kit, whole bike is brand new. If you want quality call me imediately. Sacrifice, $795.00 plus extras. (213) 597-6539. (20)

### CR 125 Honda Elsinore
Ridden 8 times, 32 Mikuni, FMF pipe, absolutely like new. Never raced, $550. Bell RT helmet, 7-1/8 never used, $25. (213) 254-1969. (20)

CHEV. 350 HEADS, $20.00. Manifolds, $20.00. Dist. $20.00. Piston $2.00. Ford 15" wheels, $5.00. (213) 376-4754. (20)

### '75, 400 monoshock
Late '75, brand new condition, raced once to first, $975.00. (408) 744-0199. (20)

### Yamaha 125C mono
Excellent cond., ridden little, many xtras. Must see to appreciate, $675.00. After 5 p.m. (714) 828-2807. (20)

### '75 Frontera 360 Bultaco
New 10-10-75, all extras, new Bassani pipe. Need cash, $850 firm. (213) 634-8793. (20)

### 1974 Husky 400
Like new, lots extras, must sell. (213) 865-9311. (20)

### Hey, ya wanna make 25 dollars?
Find a buddy of yours to buy my 1975 YZ, 250 monoshock with 8" frt. & 8½" rear. Plus a heck of a lot more trick stuff, $985.00. (213) 359-5470. (20)

1973 PENTON 125, great condition, $450.00. (213) 455-1059. (20)

### Yamaha 125 YZ, $450 firm
FMF ported, pipe, laydown Konis, clean, fast, xlnt. (714) 531-4514. (20)

'72 BULTACO PURSANG freshly rebuilt. Forward mounted shocks, desert & stock tank, skid plate, PP fenders, many extras, very clean, $485. Some spare parts. (213) 963-3676. (20)

### Need GOOD welder
Must be experienced in production pipe welding. Lee's Pipes, Anaheim (714) 630-3961. (20)

### PK Honda XR-75
PK cam, valve springs and pipe, laid down shocks, $325. (213) 241-9455. (20)

HONDA ELSINORE CR250M, x-lnt., new top end, extras, $700.00/offer. (714) 963-3219. (20)

### Truck and camper
'72 Chev. ¾ ton — air, auto, P/S, P/DB, stereo, aux. tank, more. '72 El Dorado 9½ ft. fully S/C camper, 50,000 mi., $4,500.00. Also '74 XL 350 Honda, street and dirt equipment. (213) 376-4052 or (213) 323-6867. (20)

### Triumph Trackmaster, $1000
(A.R.D. mag.), (34mm Mikunis), (390 cam by Sifton). A very trick, very fast, moo sheen! Will not take a dime less. Call (714) 633-6847. (20)

### Fast Yamaha 100 MX
Giving up! '73 MX, trick, ported, 21" DID, 28mm carb, free helmet, super clean, $275 or best offer. Ask for Randy (213) 323-6015. (20)

### '72 Rickman Metisse Triumph
650cc, immaculate, light & fast. Many extras, gearing, barrels, pistons, mag, pushrods, etc. $900.00. (714) 531-7096. (20)

### 1974 Husky 400
Showroom cond., Pro Fab swingarm, brand new Curnutts, $850.00. (213) 923-7807. (20)

### '73 Husky
450 Husky — Vesco tank, K&N filter, Works shocks, Mikuni carb., new motor, $600.00. (213) 830-3934. (20)

### 1975 Honda XR75
Super fast, good condition, CDI, ported head, cam, 22mm carb., 81cc kit, mini Boges, much more. $500.00 or make offer. (213) 358-7544. (20)

'74 CR 125, MINT CONDITION, just broken in; 21 H.P. at rear wheel; 75 barrel, D.M.G. port job, snake pipe, 34 Mikuni, Filtron, milled head, laydown shocks, $700.00. 3 rail trailer, $150.00. Dan (213) 833-1115. (20)

### Trick!! Yamaha 125 mono, $725
Metzeler, air forks, built seat, 520 chain kit, fresh engine, expertly maintained, dependable and fast. Ready to win!! (213) 347-2961. (20)

### Suzuki RM 250 sale or trade
Excellent condition, not over 7 hours on bike. Andre bars, Filtron, fork kit, or trade for clean, fast street bug. $1,050. (213) 925-1687. (20)

### 125 Honda, $300, no motor
Fox Shox, DG swingarm, 9" forks, chain conversion, tensioner. (213) 330-7502. (20)

FOR SALE: 1975½ Maico 125. Female owner, raced once, $995. Also, 1974 Yamaha 125, $295. Heckel Boots — never worn — size 9 — $59. Write: D. Walker, 3714 W. Beverly, Dallas, TX 75209 or call (214) 521-0196. (20/2x)

### **Free sex**
can't be had, but my 175 Husky is next best thing for only $475. Powroll Honda SL100 to 185cc fresh engine, $295. (213) 376-6263. (20)

### '72 Rickman-Montesa 250
Nickel plated frame, Mikuni, K&N, red, beautiful shape, $425 O.N.O. Grey Buco helmet, size 7¼, $20. Red/white/blue Buco helmet w/stars, size 8¼, $15. (213) 375-7194. (20)

### Bob Frierson
Where the hell are you? Lots of riding to do this year! Call Mick (805) 277-4276. (19/2x)

BIKER-BICENTENNIAL FREEDOM RIDE '76 finishes at Loudon, NH Laconia M/C Classics June 19 & 20. Visit America's freedom heritage via "the freedom machine." See Independence Hall, Philadelphia and Plymouth Rock, Mass. en route. Non-profit, semi-organized tour. For details, schedule and updates send $1 cash or stamps to Biker-Centennial Freedom Ride, 2499 Cerritos Ave., Long Beach, CA 90806.

### 360 Yam. flat tracker
Champion frame, Kennedy wheels, Betors, Girlings, Turner head, barrel & pipe, new tires, fast & reliable. Will put anyone into the winner's circle with sure handling. $1,000.00. (714) 870-8561. (19/2x)

### RM 250, 3 months old, like nu
Works pipe, full floating rear brake, air forks, ridden 10 times. Must sell, moving, $950 or best offer. YZ 250 mono, GP shock, Terry air/oil forks, Diamond chain, 6 months in storage, $800. (213) 476-3362 or (213) 278-0826. (20)

### Family man & motorcyclist
Desires employment in motorcycle industry. Background in finance, mangement, metal work, service, sales, 20 years as racer, T.T. and half-mile (Pro), desert and MX. Currently real estate salesman. I love bikes, enjoy people, need work. Mike (213) 352-5723. (20)

### 250 CZ
34 Mikuni, air forks, padded seat, plastic tank, Andre-bars, Magura levers, laydown Boges, Akronts, match piston & ports, '76 inspection plate. $825/offer. (213) 828-9643. (20)

BELL STAR 120 FOUND near Indian Dunes Shadow Glen course 5-9-76. Call Jerry, evenings at (213) 920-1365 or (213) 866-3486. (20)

### Speedway bike excellent condition
Many accessories, ready to race. (714) 636-1340. (20)

### '72, 250 Husky CR
Runs excellent, sacrifice price $450.00. (213) 863-4198. (20)

1974 YAMAHA DOHC 500. Less than 3,000 miles, still new, only ridden back & forth to work, $950.00. (213) 362-2427. (20/3x)

1967 BSA 441 VICTOR enduro, new piston, bore, top end o'haul, head pipe & FSA spk. arrestor. Runs strong, '76 street license. (213) 335-3576 btw. 9 & 5. (20)

### '75 CR250 MI Honda
Ridden 10 times, too fast for owner, S&W dampers & springs, Boge shocks, stock engine. Sacrifice for $750.00. 1(714) 697-2029. (20)

### Wanted Kwik-Way boring bars
Need 2 Kwik-Way large bars (2.2"-4.12") and tables and 1 Kwik-Way small bar. Also wanted special shop tools and fixtures. Needed for school small engines class and shop . . . Reply stating condition, specifications, and amount. John Sinkey, 1 Mile Nelson Road SR 80436, Fairbanks, AK 99701. School (907) 479-2261 or 479-2450. Home (907) 488-6620. (20/2x)

### Late '75 Pursang 360
Must sell this week. Gas Girlings, extras, $850 or best. (714) 530-5656. (20)

### Suzuki 125, $350
New barrel, head, piston, racing mag. Needs C.D.I. Clean, fast. (213) 894-7639. (20)

### TD3, 250 flattracker
Trackmaster frame, fresh top and bottom end, spare pistons, pipes, sprockets, clutch. $1,350.00 or will trade for 250 or 360 Champion. (303) 484-7817. (20)

### '74 Yamaha 360 enduro
Super clean, only 3,800 miles, $785.00. (213) 836-3128. (20)

### Honda trials TL250, $700.00
Good condition, must sell. (714) 496-9497. (20)

### Fantasy factory
Needs a few good people. Engineers, draftsmen, techs, mechanics, machinists, any good work skill. We're a "tech club" that does off-the-wall bike projects. For info (213) 439-8239 after 6. (20/TFN)

### Qualified Suzuki motorcycle mech.
Minimum 2 years shop experience. Earnings negotiable. Call for appointment, Phil (714) 639-7771, California Suzuki of Orange, 1915 E. Katella Ave., Orange, CA. (20/2x)

### Mechanic
Yamaha 2 & 4 cylinder experience and/or Husky. South Bay area. T & O Yamaha, 24020 Narbonne Ave., Lomita, CA. (213) 534-2311. (20)

To Win!

### From "Turkey" to Tibblin
The G.P. Husky will do the most for you. We will do the most as a dealer for you. Husky, Maico, KTM, Hodaka. Bill Saltzman Motorcycles (213) 337-6811. (20/2x)

### '75, 250 mono
Only ridden once, too fast for me, best offer. (213) 596-9044. (20)

### 350 Honda short tracker
Boss frame, trick eng., spools, disc brake, extra TT set up. $1200.00 or trade for speedway bike. (415) 573-5641. (19/2x)

### Norton Triumph owners/dealers
We repair stripped port threads. Competition Cycle Center, 2629 W. National Ave., Milwaukee, Wis., 53204. (414) 672-4010.

### Old M/C & car auction!!
Sunday, June 6. Irwindale, Calif. Over 25 motorcycles, antiques, street, dirt plus truckloads of parts plus over 50 cars, 1930-1973. Consignments wanted. Call Ron (213) 357-3361. (18/4x)

### TT 500 Yam. used (213) 967-5690
(20)

### Attention D-37 desert racers
Competition M/C membership open. (213) 336-7789. (18/4x)

### Akront aluminum alloy rims
18 & 19-inch, 40-spoke. New, still in carton. $30.00. Contact Gino at "Biker" newsmagazine office. Phone: (213) 595-4753. (17/TFN)

1974, 125 ELSINORE, many extras, full Miller Mano. Must see, $575. (714) 772-9706. (20)

'74 BULTACO 350 SHERPA T. New skid plate, top end, coil. Best over $750.00. Must sell. (714) 225-1926. (20)

### 1974 Kawasaki-KX 450
Current No. 3 plate holder in S.R.A. Advanced Div. No tricks, just stock, quick! $700.00. Phone (714) 894-0339. (20/2x)

### Bultaco '74, 125 Pursang, motor
New piston, rod, more. Make offer. Call (213) 474-6977. (20)

'74 YAMAHA 250 YZ, 1 hr. on engine & bike, perfect condition. Call after 5, Durant, Okla. (405) 924-5666. (20/3x)

'75 HONDA CR 125 better than new, 10 rides & trick, $600. '73 MAICO for parts, rebuilt 250 engine, $200. Frame $100. Konis $20. Sky pipe $20. Rear wheel with new Metzeler and D.I.D. $75. More too, offers too. (213) 966-5433. (20)

1975 KAWASAKI KZ-400. Fairing, rack, low miles, excellent, $900. (213) 691-2727. (20)

### 1974, 250 KTM Penton
Like new, never raced, many extras, $800.00. (213) 634-1015 eves. (20)

### '76 RM 125
Has $60.00 Al Baker 8½" travel front end kit, Pro-Tech chain tensioner, blue printed barrel. Plus brand new extra spare parts, shift lever, cables, levers, plugs, etc. Plus racing jersey. Brand new, excellent bike, forced to sell. $825.00 or best offer. (714) 548-5134. (20)

### '74 Moto Guzzi Sport
Showroom condition, $2400. (213) 379-4013. (19/2x)

1973 CR125 HONDA, stock, new top end, 2nd over, excellent condition. Asking $500.00. (213) 780-7398. (19/4x)

### 1975½, 125 Maico like new!
"Injury forces sale." Point it and gas it. "Unbelievable!!!" $895. (213) 329-9197. (20)

### '75 Husky 250WR
A-1 condition, not ridden since Sept. '75, $850. (213) 797-1222. (20)

### Wanted
Barnes disc and rear spool for 40 hole rim. Call between 8:00 a.m.-4:30 p.m. weekdays. (408) 758-0973. (20/2x)

### 1973 Maico 400, Bultaco 125
Maico FMS by Profab, Rahm, G.P., many goodies, very clean, fast, $750.00 or best. Pursang — almost stock — $350.00 or best. Call Dennis (213) 421-9176 or (213) 634-3551. (20/2x)

### Dealership for sale
Central Valley city 120,000 population. Kawasaki franchise available if qualified. Top opportunity. Inventory and equipment at cost — about $25,000. (209) 463-0552 days. (20/3x)

### 1975 Jawa speedway bike
Bought new Nov. 1975, never raced, lost interest. Set up by Sonny Nutter, Maley side case & air box. If you see, you'll buy. (714) 658-6154. (20)

### '74, 360 Bultaco Pursang*****
Air forks, offset axle, 2 tanks, tensioner, Diamond, Magura throttle, blueprinted, LTR Works Performance shocks, well maintained, many more extras. Been raced but cared for, no B.S., it's a good bike, $825.00. (213) 352-5723. (20)

1974 BULTACO 360 MX, very clean and super cheap, $650. (707) 374-5818. (20)

### '72 Husky WR
Vesco, dual coil. Wife's bike, $650.00 or best offer. (714) 840-2240. (20)

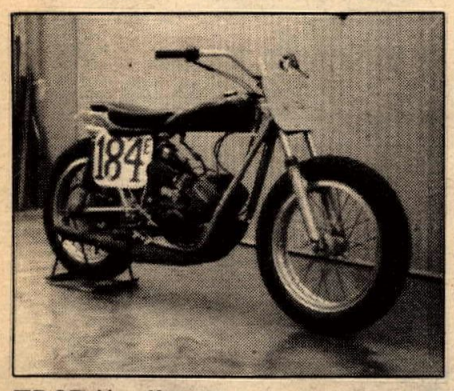
### 1977 Novice bike, best offer
250 Bul Astro, fresh top & bottom, new C.D.I. & spares. After 6 (213) 328-3327. (18/3x)

### '73 Elsinore 250
Excellent condition, new top end and bottom end with MT 3rd, 4th and 5th gears, two tanks. Go fast for desert, $600.00. (213) 353-8933. (20)

### 1967 Kawasaki F2-TR parts
Engine, gearbox, swingarm, frame, etc. Also "Gyt kit" cylinder, piston & head. Call (213) 427-7433 ask for Mr. Nor Velle. (10/TFN)

### Now in stock
YZ 250s, YZ 400s, YZ80Bs, YZ125Xs, XT500Cs, YZ 80Cs, & IT 400Cs. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA. (213) 587-7244. (19/TFN)

# WANT ADS



### TD2B ½ miler
Trackmaster, Vesco motor, Corber ign., 34 Mikunis, extras, race ready. Must sell, disc brake, $650. (714) 464-2792. (20)

CERIANI FORK TRAVEL extender kit, 1", 1½", air or springs. After 6:00 p.m. (213) 899-5319. (20)

### '75, 400 mono, must sell
Good shape, Vesco tank, Webco head, gas spring, much more, $750.00. (805) 251-1348. (20/3x)

### 1975 Husky GP 250
Perfect cond.. 1976 rod assembly, extra parts & skid plate, $1000 or offer or VW bug. (915) 581-4147. (20)

### Gold Star DB basket, $250.00
Complete bike, and almost enough parts for a spare bike. After 6 (213) 328-3327. (18/3x)

### Honda mechanic
Mechanic needed, must have Honda experience, full commission/fringe benefits. Send resume to Cycle News, P.O. Box 498, Dept. HDR, Long Beach, CA 90801. (20)

### Prospectors M/C Hare & Hounds
from here to there! (12/9x)

BSA 570cc single, recently overhauled, many modifications, excellent condition, $650.00. (714) 879-5564. (20)

### 250 Elsinore
LTR, ported, polished, 36mm Mikuni, FMF pipe, many extras, $750.00. (714) 825-4282. (20)

### '74, 125 Elsinore
Redline, moved up Boges, Bassani pipe, 30mm Mikuni and much more, xlnt. cond. $575 or offer. (714) 642-9877. (20)

### Motorcycle mechanic wanted
All around mechanic, experienced with Norton & English bikes. Tillman Sport Center, 6027 WhittierBlvd., Los Angeles (213) 723-3523. (20)

GARAGE SALE! 9" Betor forks, gas Betor shocks, Husky crank and titanium axle set. TM alloy sprocket, leathers, boots, helmets, AT1/CT1 head, 36mm Bing, platform bike stand. (213) 367-1722. (19/2x)

### '52 Vincent Rapide
Very good condition. Built to 'Black Shadow' specs. Many extra spare parts, $2300.00 firm. Call Albuquerque, N.M. (505) 255-7082. (20)

HERE'S ONE MAMA can drive — 1971 glass dune buggy. Pro built by side winder — street legal — automatic — dual port 1600 V.W. eng. — new tires (old ones are too weathered), driven 200 miles in last 3 years. $1200.00 or will trade for big bore dirt bike. (213) 433-2481. Long Beach. (20)

### RM-370
New top end, sprocket, & chain, $1000. (213) 865-8223 or (714) 960-1704. (20)

### Triumph Tiger Cub
Great shape — many spares — truly unique four stroke single, $225.00 takes it all — P.P. (714) 595-2431. (20)

### Super trick super Combat '75
125 Hodaka, Ceriani forks, boots, Inter-Am bars, fresh bore, new bottom end, K&W, lay-down Konis with Trickit seals, $475/offer. (213) 373-1340. (20/2x)

### Must sacrifice this jewel!!
'73, 250 Husky WR like new, 30 hours, $700 or best offer. (714) 751-0434. (20)

### '74 and '75 CR125s. '73 CR250
Excellent. Each has spare frame, cylinders, pipes, plus many more spares and all the go fast extras. '75, $650. $550 for the others. (714) 963-6030 or (714) 963-5265. (20)

### 1972 Bultaco Pursang 250
Good condition, new tires and Akront rims, $400.00. Also 1971 Yamaha 250 "desert ready," excellent condition, $300.00. Call after 6 p.m. (213) 923-8589. (20)

### Classics
Rare Eso 500cc OHV M-X. Also AJS, Ariel, BSA, Enfield, Matchless, Norton, Panther, Puch, Triumph, Velocette. Richard Renstrom, 2121 Arlington, Caldwell, Idaho 83605. (208) 459-8786. (20/3x)

### Motorcycle trailers
Special 4 rail heavy duty No. 2000 cap., $250.00. Ken's Custom Trailers. (213) 634-6287 or (213) 862-8601. (20/TFN)

### Motorcycle business for sale
2 popular franchises for sale in the Los Angeles basin. For more information write: Cycle News, P.O. Box 498, Dept. CSI, Long Beach, CA 90801. (20)

### Aluminizing
Pure aluminum, applied to exhaust system. Will not burn off. Armstrong Machines, 7221 Hinds, No. Hollywood, CA 91605. (213) 765-7202. (20/2x)

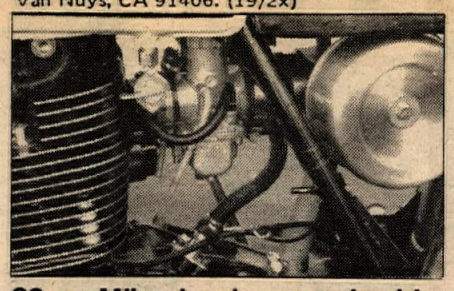
### RM 370
Unused Fox Shoxs — Metzeler F&B. Best offer. Malcolm Smith boots, $40. Malcolm Smith leathers, $50. '69 Dodge van pick-up truck, six cyl, best offer. (213) 421-8789. (20)

### Investors!
We can virtually guarantee you will lose money and become famous, backing unique motorcycle projects, such as the Fantasy Factory 400 cafe racer. Then again, you might not lose money . . . (213) 439-8239 after 6. (20)

### '74 TM 125 like new
Bought in 1975. Race 1 time, hardly ridden. DG head and pipe, forward mount shocks, fork kit, air forks, 30mm Mikuni, good rubber, $575/best. FAST. (714) 639-0460. (20)

### Montesa VR motor
Brand new, with carb and pipe, $400.00. Richard, after 6:00 (714) 454-5174. (20)

### Full color iron ons of you
for your 8/11 color iron ons, send slides and prints with $4.95 ea. on/shirt, $7.50. S/M/L/XL — The Shirt Maker, P.O.B. 7828, Van Nuys, CA 91406. (19/2x)



### 36mm Mikuni carb conversion kit
includes properly jetted carb, Terry cable, ¼ turn throttle, air cleaner kit, $95.00 for TT 500 Yamaha. Mike Burke M/C Specialties, 15178 Raymer St., Van Nuys, CA 91405. (213) 780-0779. (12/TFN/E.O.I.)

### Late Husky swinging arm
Needle bearing conversions. Eliminates loose engine plates and wear, $26.00 installed. Mike Burke M/C Specialties, 15178 Raymer St., Van Nuys, CA 91405. (213) 780-0779. (12/TFN/E.O.I.)

### '75 DSE Z1
1000cc eng. just built, dual disc, frame kit, S&W shocks, mod. swingarm, pipe, rear sets & low bars, oil cooler, Denselube chain & sprockets, $2,500 or best offer. (805) 526-2367. (20)

### '73 Yamaha 125 MX
Fresh paint, new sprockets, chain, Konis and more. Very clean and well cared for, never raced, $395.00. After 6 p.m. (213) 457-9252. (20)

### Garage clearance sale
New Tibblin gloves, $20. T&M CR-125 pipe, $10. 375x18 Metzelers, $15. Gemini 50 basket case, $30. Small plastic tank, $5. Aluminum BSA tank, $25. Hodaka straight cut gears, $10. Wombat head & barrel, $40. Magura power levers, $10. (714) 532-5822. (20)

### Ossa Phantom Honda MR 175
Excellent condition — best offer. (213) 670-7440 or (714) 996-3241. (20/2x)

### '75 Bultaco 250 Pursang
Excellent condition with extras, $650.00. (714) 879-8254. (20)

### '74 CR125 Elsinore
New: Barrel, radial head, 30 carb., rear tire, sprockets, and chain. Plastic tank, Andres, fork kit, DG swingarm with Boges, more. Raced 5 times, $600. (213) 592-1581. (20)

### *Free swingarm*
For old M.F. Husky frame — good condition! Wanted 400cc 4 speed Husky motor and 36mm Bing. Be reasonable!!! After 6 p.m. Bob (213) 943-6357. (20)

### "Hot Taco" GP style
Must sell '74½ G.P. Bultaco, 1 ride, fresh motor, has everything, race ready, trick, fast, showroom cond., expertly maintained. Call for info. $725.00 or best. (213) 845-0374. (20)

### '74 Ossa SDR & '75 Suzuk 100
Ossa has Koni shocks, VDO, etc., $475.00. Suzuki TS100, only 900 miles, $400/will consider offers. (213) 787-5208. (20)

### 450 Maico
GP frame with DIDs, heavy spokes, factory alloy tank, Boge, Andres, GP seat, YZ front hub, spares, excellent, low hours. Must sell, $725. (714) 687-5263. (20)

### '74 Honda CR 125
Stock engine, custom seat, CM bars, chain tensioner, fork kit, air caps, piston separators, lay down kit, 8½" travel, Hiiesalu gas shock, in storage for one year, original tires. $500.00 firm. (213) 842-3280. (19)

### * '75 Elsinore *
FMF pipe, Webco head, 30 carb, moved up Boges, nickel plated swingarm, new paint, new piston, rings, etc. Perfect cond. Must sell!!! $575. Very fast, call after 6 p.m. (213) 469-8731. (20)

### '63 BSA Goldstar
Classic 500cc Goldstar single, very clean, lots of extra parts, low mileage since complete rebuild, $475. (213) 248-0678. (20)

'76 RM 250, EXCELLENT condition, need trails bike. $975.00/offer. (213) 330-7502. (20)

### '73, 360 Yamaha MX
Special tuned pipe, new piston & rings, Koni shocks, very fast, $625.00. (213) 634-4034 or (213) 634-0955. (19/2x)

### CZ CZ CZ CZ CZ CZ CZ CZ CZ
Lowest prices in USA — frame laydown complete, $55.00. Air caps, $10.95. G.P. modified dampners (increases travel 1"), $9.95. New S28 Barums, $28.95. 4 bolt triple clamps, $34.95. Complete stock of CZ accessories. Grand Prix Specailaties, 1312 W. Burbank Blvd., Burbank, CA 91502. (213) 846-4405. (19)

### "New trailers"
3 bike/ramp — assem. or kit/F.O.B. Torsion bar, suspension weight 155 pounds. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Avenue, North Hollywood, California. (31/TFN-E.O.I.)

### Malcolm Smith M/C
OLDEST HUSKY DEALER IN U.S.A. Husqvarna, KTM, Yamaha, Hodaka. Also fast mail order service. Malcolm Smith M/C, 1689 West LaCadena, Riverside, CA 92501. (714) 686-8014. (8/TFN)

### Cycle trailers $176 & up
Major brand 2-5 rails — small or large wheels. Utility & car trailers also. Hitches, Tl-downs & acc. All 20% off list. MSC, Sun Valley (213) 767-1757. (14/TFN)

### '75, 450, 4 speed Maico motor
Original bore, all fresh inside with carb, rear wheel sprocket, top coil, & Motocross Brakes Services pipe. $450.00. See at J-Mac M.C., 159 E. Imperial Highway, La Habra. (714) 525-7606. (17/4x)

### Parts man
We are now accepting applications for an experienced Honda parts man. Full time, company benefits. Contact Ron Jackson, Honda of Santa Ana, 301 W. Warren Ave., Santa Ana, CA. (19/4x)

### Mechanic
Yamaha 2 & 4 cycle experience and/or Husky. South Bay area. T & O Yamaha, 24020 Narbonne Ave., Lomita, CA. (213) 534-2311. (20)

### '74 Kawasaki KX250
Desert ready, fresh motor, excellent condition, torque pipe & extra gas tank, $450.00. (213) 341-8295. (20)

### 125 & 250 Elsinores
'74 CR 125, '75 barrel, head & pipe, new tire, $425.00. '73 CR 250, T&M pipe, ported, new tire, $450.00. Very limited use. (714) 838-3898. (20)

### *FMF-racer-faster-than-hell*
Yamaha 125 YZC, pipes, porting, piston, head, 32 Mikuni, Terry kit, gas spring, big seat, chain kit, Trelleborg, Honda throttle, air fork caps, Webco springs, 8" front, 7½" back. Must sell this week. (714) 897-8810. (20)

### ** Partsman **
Fully experienced only apply. Salary. Long Beach Yamaha, 3580 East Pacific Coast Highway, Long Beach, CA. (213) 597-3317. (20/2x)

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### Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987.

### Prospectors M/C Hare & Hounds
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### Attention salesmen!!
Calling on dealers? Now you can add to your income. START your customers as BIKER dealers. For details, write to Biker Magazine, Box 2610, Long Beach, CA 90801. Attn: R. L. Nor Velle. (46/TFN)

### Russ Darnell MX School—Nob
Hill Cycle Park June 5 & 6. Hwy. 1 North of Santa Cruz near Pescaderc in the redwoods. European track, rain or shine, $30.00 entry. Limited entry. Call now! (213) 367-1722 or (415) 879-0762. (20/3x)

### Precision cyl. boring & honing
Pistons available for most makes. Mike Burke M/C Specialties, 15178 Raymer St., Van Nuys, CA 91405. (213) 780-0779. (12/TFN/E.O.I.)

### TT 500 Yam high volume air
cleaner. Box with all necessary mounting hardware. Bolts on, no welding necessary. Eliminates leakage encountered with stock air cleaner. Uses stock side covers, $39.95. Mike Burke M/C Specialties, 15178 Raymer St., Van Nuys, CA 91405. (213) 780-0779. (12/TFN/E.O.I.)

### '73 Husky 400 CR
Enduro ready — Vesco tanks, front drive VDO, 8" forks, new gas S&W shocks, fresh engine — '75 WR pipe, mag., arm — M.S. tool bag, lights, extras. $875.00. (714) 249-6484. (20)

2 HONDA 90s — AS-IS, $60.00 each. 3 rail bike trailer, $250.00. After 5 p.m. (213) 633-9082. (20)

VR for Hodaka. (213) 793-2855. (20)

DUNE BUGGY with trailer for sale or trade for motorcycle. (213) 868-2417. (20)

### Moto-X and desert parts
Norstar-Munari boots, $57.95 adult — $49.95 kids. Ancra tie downs, $10.50. Boge shocks w/sp, $59.95. Scott goggles, $9.95 and $14.95. Konis w/sp, $66.95. Fox Shox w/dual rate, $106.95. JT filter, $9.75 — $10.75. Team jerseys, $12.75. Carrera goggles, $10.75. Gold belts, $14.95. J.D. pads, $21.95. Luja G.P. pants, $44.95. Fork boots, $6.95. Terry cables, $4.75. Terry-kits, $44.95. Oury grips, $3.75. Mikkola gloves, $26.95. Chain tensioners, $16.95 — $18.95. FMF radial-Por. heads, $54.95. Freon air kit, $9.75. If you don't see it call. 9626 Lurline No. F, Chatsworth, CA. (213) 998-7250. (20)

### Seats recovered from $12.95
All dirt & seat bikes seats recovered thru local motorcycle shops. King & queen seats, Grand Prix seats, & road racing seats. All made from your stock seat. For price & shop in your area call (213) 374-9848. Stewart seats anytime, (20/4x)

### 1969 Maico
Good condition, engine basket case. Bruce Pederson, 1024 N. Mayflower, Anaheim, CA 92804. (20)

### Motorcycle Insurance
Collision, fire & theft & $15/30/10 Liability Insurance as low as: (200cc $95) (360cc $128) (550cc $169) (750cc and all BMWs, Moto Guzzi, Honda GL1000, Harley Davidson 1200cc FLH/FLH Road and all rotary engine motorcycles $224) (All 12 month rates) (213) 679-3318 CALIFORNIA MOTORCYCLE INSURANCE AGENCY, Box 92867, Los Angeles, CA 90009. (16/TFN)

'71 YAMAHA 650 WITH 750 KIT, cam, welded crank, 34 Mikunis, S&W shocks, all new for $1100.00. (714) 541-9657. (20)

'70 HUSKY 400, SKINNY FAT, 8" front travel, many extras, excellent condition, $525.00/offer. (213) 375-2057. (20)

### Old timer breaks
'74, 450 Maico, excellent condition, fast, LTS, Konis with coolers, Wheelsmith pipe & chain guard, DID rims, alum. tank, extras — carb., fork, springs, levers, cable & pipe. $600.00. (805) 482-5246. (20)

ZUNDAPP 125 CYLINDER LINER — pistons rings new, Zundapp 100 cylinder piston new. After 6 p.m. (213) 899-5319.

### MK 5, 125 Bultaco
32 Mikuni, 6 pedal reed, rebuilt top end, new clutch, 7 inches front and back and more, $450. (213) 925-7170. (20)

1974¾ HUSKY — 400cc, reed valve, new Curnutts, new tires, Windsor tank, Hooker pipe, Sun rims, original pipe & tank included. Over $2,000.00 invested — sell for $875.00. (714) 998-0393. (20)

### Brand new, almost
1975 Kawasaki KX400, ridden 3 times trailing, Windsor tank & skid plate. American Motocross mods to front forks. Everything else stock, $850.00. (714) 998-0393. (20)

### Wanted: Small motorcycle guy
To work on audio-visual training films. Should write well, think visually. Communico (213) 538-5550. (20)

1974, 450 CR HUSKY, $850. Mint cond (no bull). Call Don at (213) 566-3803. (20)

1975 HONDA XL 350 good condition, $700 or best offer. Dave at (213) 379-6206 evenings.

### TT 500 Yam. used (213) 967-5690
(20)

'75' HONDA-CR 125. $550.00. GOOD CONDITION, low miles, 6" Curnutts. Very well maintained. Call after 5:00 (714) 586-7043. (19/2x)

### RCA travel shaver
Touring this summer? Throw one of these in your knapsack. $4.95 prepaid. Star Electric Co., Tim Hagen, 411 West Main, Detroit Lakes, Minn. 56501. Personal check or money order O.K. No C.O.D. (218) 847-6139. (20)

### Suzuki RM250
New Feb. '76, very low miles, perfect shape, ridden 5 times, must sell, bad knee. $925.00. Call Sam (714) 794-2461 before 4. (20/2x)

### Yamaha enduro 125
Street legal, good condition, $275.00. Also one pair of thermoflow shocks, $30.00. Call after 4:00 p.m. (213) 675-3517. (20)

### Mechanic Honda-Yamaha exp.
Fully experienced Honda-Yamaha mechanic wanted. Hi Desert. Wages and/or commission. Desert Sport Center, Ridgecrest, Calif. (714) 375-4846 closed Sun. & Mon. (20)

### Honda enduro team MR175
Mettco porting, Bassani pipe, Mikuni carb., other extras, $600. (714) 842-7341. (20)

### Super Maico 400
W/M pipe, Fox air front & rear, G.P. seat, matched ports, xInt. $750.00. (213) 826-4114. (20)

### Wanted
Front wheel, brake and axle for Honda CR-125 or SL125. Will buy all or any. Evenings (714) 462-6005. (20)

### RD350 cherry, must sell!
1973 models, fine, fine condition. Always garaged, only 6,000 miles. Cafe bars. Fast — perfect for production racer, $750.00. (213) 545-6174. (19/2x)

### Women's lib
So. Calif. based distributor with name brand products has openings for three female sales reps to cover North & South Calif. Write to: Cycle News, P.O. Box 498 Dept. DSD, Long Beach, CA 90801. (19/2x)

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**MEMBERSHIP APPLICATION**
**AMERICAN MOTORCYCLIST ASSN., P.O. BOX 141, Westerville, Ohio 43081**

I want to join the AMA, share in the fun and be eligible for all membership benefits. I agree to comply with AMA rules for sanctioned motorcycle activities and I understand that all membership benefits, except the right to ride in sanctioned events, become effective only upon receipt of my AMA membership card, and all membership benefits are subject to change from time to time by the AMA Board of Trustees. I understand that $4.00 of my dues is for my monthly AMA News. I understand that Associate members do not receive AMA News. I understand that the AMA cannot assume responsibility for any aspect of safety at a sanctioned event; that if I participate in any way at such an event, I do so voluntarily on my own assessment of my ability, the track, and all facilities and conditions, and in so doing assume all risks; and I release and hold the AMA harmless for any injury or loss to my person which may result therefrom.

☐ $ 6.00 — Associate Membership (Non competing family members. Does not include magazine.)
☐ $12.00 — Membership (For all motorcyclists. Includes AMA News.)

☐ This is a new membership
☐ This is a renewal.
If this is a renewal give the AMA Number_____

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PLEASE PRINT OR TYPE — WE MUST HAVE YOUR ZIP CODE
Mail this application with your remittance.
_____ Applicant Signature

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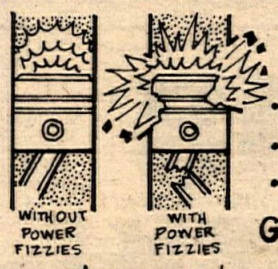


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Hundreds of Tires, Tubes, Batteries, Plugs, Handlebars, Racks, all brand names: Dunlop, Cheng Shin, Bell, Shoei, Diamond, K&N, Yuasa, NGK, Torco, Boge, Champion, Etc. Etc.

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Jerseys, Jackets, Boots, Gloves, Helmets, MX Pants, Socks, Goggles, Visors. Complete apparel department for dirt and street wear.

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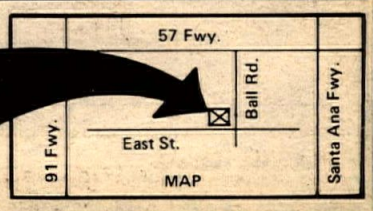
INSPECTION
FRIDAY, MAY 21
10 a.m. - 4 p.m.

**AUCTION TO BE HELD AT:**
**CYCLE HOUSE**
**1201 A E. BALL RD.,**
**ANAHEIM, CA. 92805**



'72 BULTACO Pursang 125. Rebuilt engine, xlnt. $425.00/best offer. (213) 397-4914. (20)

**1974, 250 Yamaha MX**
Built for the desert. 3.7 gal. tank, Diamond chain, rim saver knobbies, cantilever suspension, laid down gas Girlings, runs strong, $690.00. (213) 838-7681. (20)

**Pomeroy's Cycle Shop for sale**
We are selling our business lock, stock & barrel as we are too busy managing Jim. For inquiries write or phone Pomeroy's, 611 So. 1st. ST., Yakima, Wash. 98901. (509) 452-5953. (19/4x)

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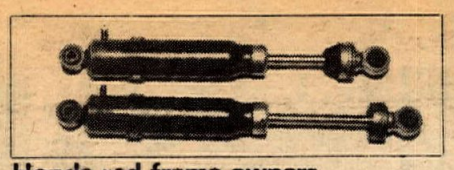
Hodaka 100, CH snake pipe, porting, 21" front D.I.D., new rear tire, plastic tank, chain tensioner, many extras. Moving to 125. (213) 324-3526. (20)

**Mail order discount**
Desert, enduro, MX accessories. Send for price list. Low, low prices! Example: Scott Polarized goggles, $11.95, sugg. ~~$16.95~~. Desertman Accessories, P.O. 225, Lancaster, CA 93534. (20/2x)

**Production road racers for sale!**
1974 KAWASAKI 750cc H2B (long wheelbase). Complete Denco PRR motor, freshly rebuilt. Konis, K81s, etc. Almost an entire additional bike in parts for spares. Spare Dunlop racing tires, etc. 130+ mph. Priced for quick sale: $1000. Also 1973 YAMAHA RD350. E.C. Birt porting. Ratty, needs some work but runs: $150. Both bikes have papers & are street legal. Call Art Friedman (213) 399-5775. (19/2x)



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Only getting 5¾" rear wheel travel can now get 7½. We modify, refill oil to nitrogen, along with our 6 month seals. Then compare your shocks with some of the higher priced models. Satisfaction guaranteed, $27.50 plus tax & postage. Hiiesalu Mfg. Co., 322 No. Lima St., Burbank, CA 91505. (213) 842-3280. (19/2x)

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350 cu. in. 350 h.p. small block V-8, 4-speed Muncie CR transmission, AM-FM-8-track in-dash stereo, Top Kat camper shell, wide wheels, fender flares, and much more. $2,500.00 firm. Contact Gino at "Biker" newsmagazine office. Phone (213) 595-4753. (17/TFN)

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Totally tricked out, Tom Turner porting & pipe, reeds, Webco head, 28mm carb., Barnett clutch, lengthened swingarm, Curnutts, Akronts, X3 spokes, Magura levers & throttle, engine just rebuilt & timed, new tire, spare engine, pipe, & ported barrel and many other parts. Clean, very depnedable, super fast. $420/offer. (213) 793-6004. (20)

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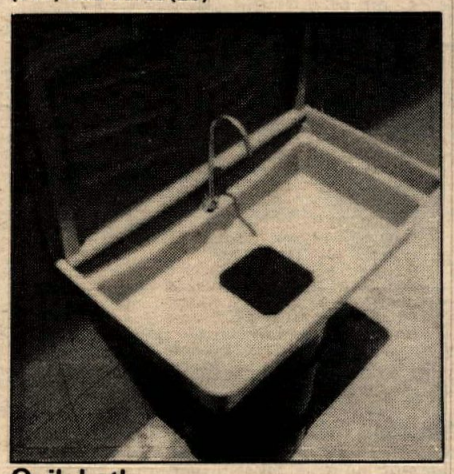

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Parts cleaner, made of polyethylene, basin (28"x17"x7"), Cal-pump recirculates solvent, $99.95. Thomas Mumford Specialties, 1212 S. Birch S., Santa Ana, CA 92707. (714) 541-5720. (20)

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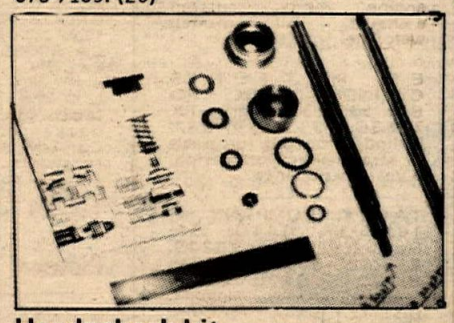

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## ADVERTISER INDEX


AAA Cycle Center ....15
AMC .....Cal.
AME .....Cal.
Action Cycle .....WA
Airco Sheet Metal .....13
Ascot Park ..... 23 & 33
Ashland Chemical .....21
Automotive & M.C. Swap Meet .....27
B & M Parts .....25
Gary Bang, Inc. .....20
Bay Area Bultaco .....17
Bel Ray .....20
Big D Cycle .....47
Big D Yamaha .....47
Bonar Enterprises .....19
James Brown, Inc. .....24
Bultaco of Dallas .....47
CMC .....Cal.
CRC .....Cal.
Canoga Park Suzuki ...21
Castrol .....5
Carter's Yamaha .....47
Cheney Prod. America .27
Coast Moto Cycle .....17
Competition Svc. Inc. ..20
Corona Raceway .....Cal.
Cycle House .....WA
Cycle News Sub Info ...44
Cycle Rider .....19
D G Performance Specialties .....25
DRA .....Cal.
Dallas Yamaha .....47
DeAnza Cycle Park ...Cal.
Digitronics, Inc. .....39
District 37 .....Cal.
Encino Cycle .....23
Escape Country .....Cal.
Goodyear Tire & Rubber ..... 28 & 29
Torsten Hallman .....25
Hodaka/Pabatco .....27
Honda of Corona .....20
Honda of Glendora ....31
Hooker Headers .....25
Jim Hunter MC Repair .....WA
Indian Dunes .....Cal.
International M/C's ....15
Interpart .....15
Italjet .....27
J-Mac Motorcycles ....19
KTM Imports .....27
Kawasaki Mtrs. 3,19,47,56
Kengro Ent. .....13
Klotz Special Formula Products .....13
Knowles Cycle .....47
Lubrication Dynamics ..21
M.O.R.E. .....WA
Moto Fast .....39
Myerscough's Machines .31
Orange County Cycle West .....WA
Othman Distributing ...39
Pennzoil .....25
Penton Imports. 13,17,27,31,&37
Pinckert Welding & Mfg. .....47
Pioneer Cycle Prod. ....24
Pomona Vly. Desert Riders .....Cal.
Pro Accessories .....24
Prospectors M.C. .....Cal.
Proto-Pipe .....31
Q & E Cycle Engineering & Supply .....25
Quality MC Repair ....39
SRA .....Cal.
Saddleback Saturday Motocross .....Cal.
Joe Sarkees M.C. .....47
Carroll Shebly Ent. ....19
Shell Motors Yamaha ..27
Stello Real Estate .....24
Steve's Bultaco .....WA
Stovall Cycle .....47
Sure Fire .....17
Suzuki of Van Nuys ...13
T & O Yamaha .....19
Sammy Tanner Dist. ...24
Terry Ind. ....5, 15, & 20
Tri-City M.C. .....47
Trippe-Cox Enter. .....17
Town & Country Cycle .....WA
Tu Gee Ent. .....31
U.S. Suzuki Motor Corp. .....23
Vic's Montesa .....31
Viewfinders M.C. ....Cal.
WERA .....5
W.F.O. Ind. .....21
Bill Walters Leathers ...13
Wheelsmith M.C. .....27
Yamaha of Corona ....25
Yamaha Family Cycles .24

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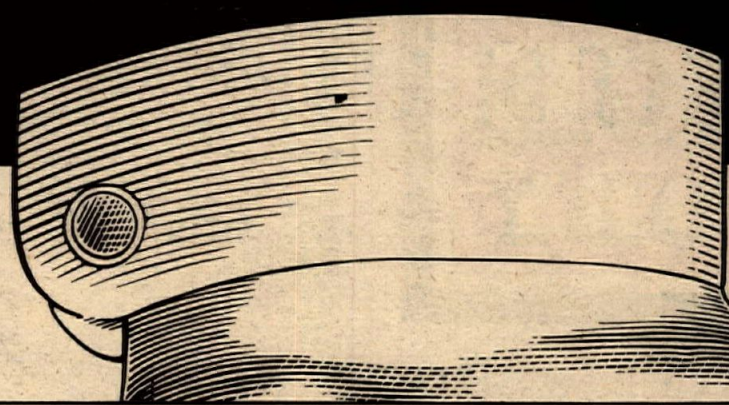

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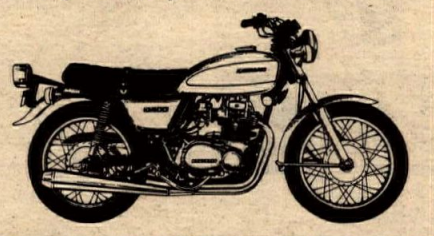

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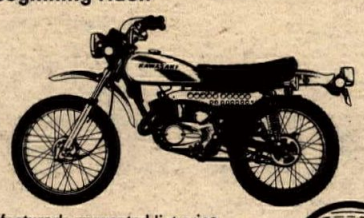

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Reg. $1.40

**PIT KIT**
T-shirt, visors, patches
**$4.95**
Reg. $7.95

**HANG TEN MOTOCROSS T-SHIRT**
Reg. $6.00 **$2.99**

**PLASTIC FENDERS**
Front & Rear
**99¢ each**
Reg. $3.95 to 4.95

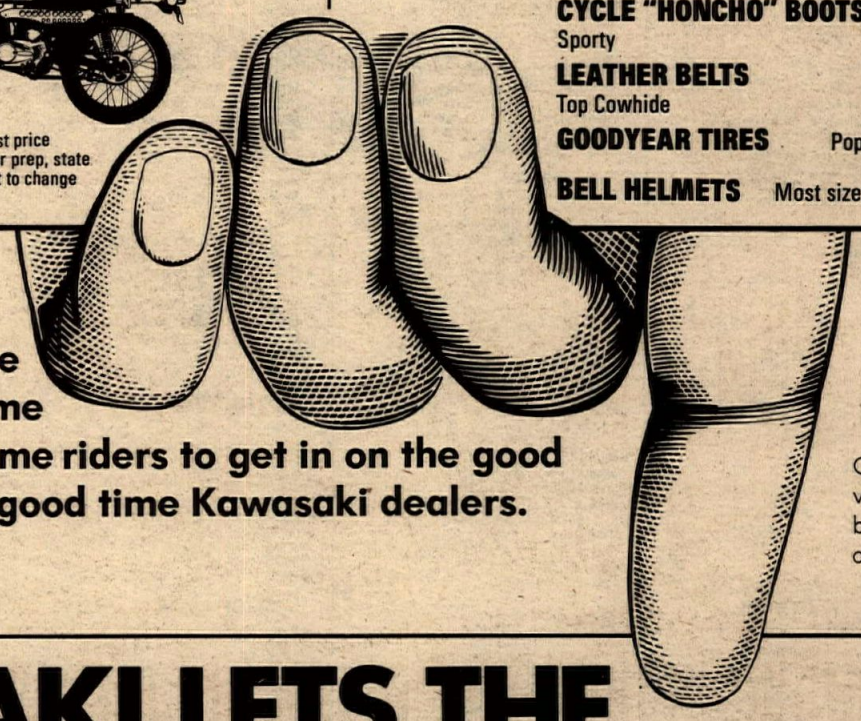
**CYCLE TOURING BOOTS** $39.95
Top Quality — PAIR

**CYCLE "HONCHO" BOOTS** $34.95
Sporty — PAIR

**LEATHER BELTS** $8.00
Top Cowhide — EACH

**GOODYEAR TIRES** — Popular Sizes

**BELL HELMETS** — Most sizes & styles



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Good Deal prices valid on purchases between May 1 and May 31, 1976

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